THE EVENING TELEGRAPH.

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FIRST EDITION

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THE SITUATION.

Confusion Worse Confounded—The Muddle Inextricable—Is the End Near?

The voluminous despatches of yesterday afternoon and last night are as unsatisfactory as they are voluminous. The French authorities have rigorously excluded all correspondents from their armies, and there are but few at the Prussian front, the consequence being that nothing better than rumors have thus far been received concerning the movements and battles since last Saturday. These rumors are tinged with the sympathies of the two capitals from which they emanate, and it is absolutely impossible to sift from the whole mass more than a few grains of fact which can be taken without reserve.

The most patent fact is that the present week has been passed in a desperate effort on the part of the French to transfer the bulk of their forces from the Moselle to the country west of that stream, and it would seem that the underlying object has been to effect a concentration upon the camp near Chalons. The leading Paris journals appear to regard Chalons, and not the line of the Meuse or even the plateau of the Argonnes, as the objective point of the grand strategic movement which was inaugurated on Sunday last. If the French army had been suffered to consummate this design without molestation, a vital point would have been gained, and a final stand against the Prussian advance might have been made in the valley of the Maine, with a slight show of success. But the Prussian advance has harassed the French rear along the whole line from Metz to Commercy, forcing the retreating army to turn time and time again and give battle, with the sole alternative of having its westward movement transformed into an utter rout. In some of the innumerable engagements which have resulted, it is more than probable that the Prussians have been worsted, but there can be little question that the latter have been successful on the whole in rendering the westward movement of the French army one of the most laborious and disastrous on record, even if it has not been practically balked in its purpose. A significent token of the general tide of affairs is afforded by the speech of Count de Palikao, the Minister of War, in the Corps Legislatif, yesterday. He dwelt with apparent force upon an ineffectual attempt on the part of the Prussians to capture the minor fortress of Pfalzburg, an attempt which has no conceivable connection with the movements to the west of the Moselle and no practical bearing upon their result; while, concerning the latter he had nothing to give except the promise of communicating to the Chambers tidings of its result as soon as received.

Of the precise strength and disposition of the forces which have participated in the actual encounters of the past five days it is impossible to speak with certainty, but it would seem that the straggling line of battle is still maintained, and that the long-continued running fight has not yet approached the end. The latest encounter of which we have received any intelligence appears to have transpired on Wednesday in the neighborhood of Mars-la-Tour, which is but twelve miles west of Metz, on the direct road between the latter place and Verdun. No Prussian accounts have yet reached us of this battle, and the French reports are unofficial and but little more than the merest rumors, which have probably gained in proportion as they have travelled from the scene of the conflict to the capital. It would appear that the battle was a desperate one, but of its result we have no trustworthy reports. The fact, however, that there is still so near Metz a French force sufficiently large to make a determined stand is not without significance, and tends to strengthen the assumption that thus far the attempt of the French leaders to transfer their forces to the neighborhood of Chalons has been an out-and-out failure.

The recent reports concerning matters not pertaining to the movements of the hostile armies are about as unsatisfactory as those upon the military situation. M. Ollivier, it is said, has fled with his family to Italy, which is more than probable, and perhaps the best disposition he could make of himself at the present crisis. Prince Napoleon, it is said, in one quarter, has prepared the way for flight by getting his children and valuables out of the country, which may soon be too hot to hold a Bonaparte, while from other quarters comes a report that he has actually taken himself off to Italy; and Pierre Bonaparte, the slayer of Victor Noir, is reported as on the way to Corsica. From London come extremely dubious reports of the flight of the Empress for England by way of Belgium, coupled with the belief that the Emperor is also seeking safety by the same route. With a more plausible show of truth there is a report that Napoleon has expressed through Lord Lyons, the English Ambassador at Paris, a readiness to treat for peace, to which the King of Prussia has made answer that he can only sue for peace by first asking for an armistice in the usual way.

A Plausible Summary of the Recent Movements.

The New York *Tribune* of this morning says:—

The remnant of MacMahon's Corps, which escaped from the Vosges Mountains after the battle of Haguenau, retreated to Luneville, Nancy, Commercy, and thence, it is inferred, fell back towards Chalons, closely pursued by the Crown Prince Frederick William, with the army of the South. On the 14th inst. the advance guard of this Prussian army had reached Blesme, 28 miles by railway from Chalons. On the same day, the right wing of the Prussians, known as the Army of the Saar, under General von Steinmetz, appeared before the eastern walls of Metz, and carried, after four hours' fighting, the outer works of Bellecroix. The French army under Bazaine evacuated Metz on the same night. On the 13th, it encountered the centre of the Prussians, which had crossed the Moselle between Metz and Nancy, and had endeavored to seize the road between Metz and Verdun by which Bazaine wished to retreat. It was for the possession of this road that the several engagements of Monday, Tuesday and Wednesday were fought. The battle of Monday was under the western walls of Metz; that of Tuesday was at Gravelotte, four miles west of Metz; that on the 17th instant was at Mars-la-Tour, six miles from Metz. From present indications the French here gave up the struggle, and, abandoning the road to Verdun, fled toward Etain.

THE LATEST.

The French Army Cut in Two, and the Road to Paris Open.

Cable telegrams published under our second edition head state that the London *Times* of this morning, in its review of the situation, declares that "the road to Paris is open to the Crown Prince, who may leave Prince Frederick Charles to watch Marshal Bazaine." The *Times* also has a special despatch from Berlin, declaring that the result of the last encounters has been to cut the French army in two, the main body being forced back on Metz, where it has been brought to a stand by the armies of Prince Frederick Charles and General von Steimetz. The road to Chalons and thence to Paris is thus thrown open to the Crown Prince, and the decisive event is impending.

Still later despatches announce that the Crown Prince, at the head of three army corps, is on the march to attack the raw levies of Trochu at Chalons.

SOUTH GERMANY.

The South German Allies of Prussia—Bavaria, Wurtemberg, Baden, and Hesse-Darmstadt.

After the Prusso-Austrian war of 1866, which resulted in the disruption of the old Germanic Confederation, and the formation of that of North Germany, the independent States south of the river Main were excluded from the new Confederation, but left at liberty to organize a South German Confederation, a privilege which they never accepted. They embrace Bavaria, exclusive of the portions ceded to Prussia, Wuremburg, Baden, and Hesse-Darmstadt—the province of Upper Hesse, still belonging to the latter, being included, however, in the North German Confederation. The area of those countries and their populations, according to the census of 1864, are as follows:—

	Area, Sq. Miles.	*Population.*
Bavaria	29,373	4,774,464
Wurtemburg	7,532	1,748,328
Baden	5,912	1,429,199
Hesse-Darmstadt	1,690	564,465
Totals	44,507	8,516,456

The South German States in the War of 1866.

The four South German States took sides with Austria in the war of 1866, to whose army they furnished 102,000 men and 234 pieces of ordnance. They shared the fate of Austria on the field of battle, and two of them, Bavaria and Hesse-Darmstadt, were made to suffer territorially for their alliance. Several small districts north of the river Main, with an area of 291 square miles and a population of 32,470, were annexed to Prussia. Several districts of Hesse-Darmstadt, north of the Main, with an area of 377¼ square miles and a population of 46,605, were also annexed to Prussia in 1866, while the province of Upper Hesse was taken into the North German Confederation. It has an area of 1280 square miles and a population of 225,696, making the total area of Hesse-Darmstadt 2970 square miles, and its total population 790,161.

At the conclusion of the war, a treaty of peace was signed with Bavaria on August 22d, four days before the truce of Nikolsburg between Prussia and Austria. Bavaria, in addition to giving up the territory mentioned above, engaged to pay to Prussia 30,000,000 florins, in three instalments, the last instalment six months after the exchange of ratifications; to abandon the navigation dues on the Rhine and Main after 1867; to transfer to Prussia the Bavarian telegraph stations in the territory of the Northern Confederation, and in the Grand Duchy of Hesse; to surrender such documents in the archives of Bamburg as refer exclusively to the former burgraves of Nuremburg and the margraves of Brandenburg of the Franconian line; and to submit to the arbitration of one of these German courts of appeal upon Prussia's claims to the pictures which had been removed from the Dusseldorf gallery to Munich.

Treaties of peace were signed by Wurtemburg on July 12th, by Baden on August 21st, and by Hesse-Darmstadt on September 3d. Each of these three States were compelled, like Bavaria, to indemnify Prussia for a part of her expenses, Wurtemburg paying 8,000,000 florins; Baden, 6,000,000 florins; and Hesse-Darmstadt 5,000,000 florins, in addition to the cessions of territory above mentioned, receiving, however, by way of compensation, the privilege of entering the North German Confederation for the province of Upper Hesse.

The South German States and the North German Confederation.

After the war of 1866, there was a marked division in the sentiment of the South German States on the question of seeking admission into the Northern Confederacy or the establishment of a Southern one. A majority of the Liberal party were in favor the former course, while the bulk of the Catholic and Democratic parties inclined to the latter. In August, 1866, the Bavarian Chamber of Deputies adopted by a large vote a resolution expressing a wish that the government, by a close alliance with Prussia, would enter upon the only road leading to the final union of all Germany under a German Parliament. The first Chamber declined to concur in this; but, by a vote of 21 to 13, expressed a wish that any attack which might be made upon German territory by foreign powers might be resisted by the whole strength of Bavaria. On the last day of the year, the Prince of Hohenlohe, who was in favor of the closest possible union with Prussia, was appointed Prime Minister, a signal advance being thus made by the union party. The Diet of Wurtemburg, in September, 1866, adopted a report in favor of the union of all Germany, and opposed to a permanent separation of Northern and Southern Germany; but, because the North German Confederation did not offer the necessary guarantees for civil liberty and progress, declined to assume any definite attitude at that time. Finally, it was declared that Wurtemburg was for the present in favor of a Southern Confederation, or at least of an agreement on the organization of the army. In the Diet of Baden, in October, 1866, a resolution passed the Chamber of Deputies declaring in favor of an entrance of the South German States into the Northern Confederation, with a guarantee for the interior constitutional condition of the several States; and, until this could be obtained, a union in questions relating to the army and political economy was urged. At the same time, the President of the Ministry declared in favor of the closest possible union with the Northern Confederation. The Diet of Hesse-Darmstadt, which did not meet until December 22, 1866, took no action on the question, but the President of the Ministry lamented the exclusion of the States south of the Main from the new Confederacy, and declared the Government would endeavor to promote their admission.

The idea of a South German Union was soon abandoned, and in February, 1867, a conference of representatives of the four Southern States was held, at which a basis was agreed upon for organizing their defensive forces in such a way as to admit of common action with Prussia. This action was indorsed by another conference held December of the same year, the fundamental idea being the introduction into the Southern States of the Prussian military system, a project which was subsequently carried out as far as possible.

Meanwhile the old Zollverein, or Customs Union, was revived, the four Southern States ratifying the modifications proposed, and sending their deputies to the Customs Parliament, Bavaria being entitled to 48, Wurtemburg to 28, Baden to 14, and Hesse-Darmstadt to 6. But a still closer union with the Northern Confederation was urged by a powerful party, Baden and Hesse-Darmstadt being almost united in favor of the project, while the Governments of Bavaria and Wurtemburg hesitated to proceed further than the faithful execution of the treaties with Prussia at that time. Baden remained true to its desire for a complete union with the North; while in the other Southern States the anti-Prussian party made some headway during 1867 and the election for deputies held in Bavaria in November last resulted in the success of a majority of the so-called "patriotic" candidates, who were in favor of the entire independence of the country. Prince Hohenlohe thereupon tendered his resignation, but it was refused by the King, and the government remained in favor of an intimate Prussian alliance, although opposed to a political union with North Germany. In Baden, however, the union party still maintained its ascendancy, and when the Grand Duke last year expressed his sympathy with the union movement, he was sustained by an almost unanimous vote of both chambers.

The South German States, and the War Between France and Prussia.

The declaration of war by France against Prussia in July of the present year, however, has given a powerful impetus to the union sentiment in all four of the South German States, and one of the probable results of the conflict will be the consummation of a united Germany, Austria alone being left outside. The Southern States have all responded promptly to the war cry of Germany, and fulfilled, in letter and spirit, their military treaties with the North, the three larger States furnishing the following contributions to the army of King William:—

	Men.	*Cannon.*
Bavaria	117,438	240
Wurtemburg	34,680	66
Baden	30,290	64
Totals	182,408	370

This powerful force is incorporated with the army led by the Crown Prince of Prussia, of which it forms the bulk, and in the battle of Woerth and the subsequent movements of the Prince, his South German forces have been as zealous and done as manly duty as those from the North.

The Sovereigns of the South German States.

The present King of Bavaria is Louis II (Louis Otho Frederick William), the grandson of the ex-King Louis I, who abdicated in March, 1848, in favor of his son, Maximilian Joseph II. The latter died early in 1864, and was succeeded by Louis II on March 10 of that year. He was born at Nymphenburg, on the 25th of August, 1845, and was consequently under 19 years of age when he ascended the throne. Ever since he has been on the throne he has been regarded as exceedingly eccentric, and almost as imbecile. A passion for the "music of the future" as interpreted by Wagner has been his besetting weakness and not long since came near costing him his crown. Of elegant and dainty tastes, and regarded as entirely without force or dignity of character, the present war, it is said, has quite transformed him. When, at its outbreak, King William sent him a message by telegraph to the effect that he had assumed command of the Bavarian army, and incorporated it with the 3d Army Corps, under the immediate command of the Crown Prince, Louis I promptly responded that the message "had awakened in him a joyful echo," and continued:—

> "The Bavarian troops, side by side with their glorious brethren in arms, will enter enthusiastically into the struggle for German right and German honor."

He put away his violoncello and "the music of the future," and, placing himself at the head of his army, has thrown himself into the cause of German unity and integrity with an amount of earnestness and resolution which has astonished his subjects at the same time that it has inspired them with like courage and zeal. King Louis II is still unmarried.

Charles I (Charles Frederick Alexander), King of Wurtemburg, eldest son of the late King, was born March 6, 1823, and succeeded his father June 25, 1864. He followed his father's policy on the Schleswig-Holstein question, forming one of the minor States party in the Diet. He married, July 13, 1846, the Grand Duchess Olga Nicolajewna, a sister of the present Czar of Russia, and holds a commission as Colonel of a Russian regiment of dragoons.

Frederick I (Frederick William Louis), the Grand Duke of Baden, was born September 9, 1826, and succeeded his father, the Grand Duke Leopold, as Regent, April 24, 1852, to the exclusion of his elder brother Louis, who was mentally incapacitated from governing. On September 5, 1856, he assumed the title of Grand Duke, and married a daughter of William I of Prussia on September 20 of the same year. Since 1853 he has been continually engaged in a struggle with the ecclesiastical power, and at the end of 1855 banished the Jesuits from his Duchy. In September, 1856, he had a narrow escape from assassination. Since the war of 1866 he has been a zealous advocate of a political union of all the South German States, and especially of Baden, with the North German Confederation, and has entered into the present contest with unflagging zeal.

Louis III, Grand Duke of Hesse-Darmstadt, the son of the Grand Duke Louis II and of the Princess Wilhelmina of Baden, was born June 9, 1806. On March 5, 1848, he was appointed co-Regent, and on June 16 following he succeeded his father as Grand Duke. He married the Princess Matilda, daughter of Louis I of Bavaria, on December 26, 1633.

THE MARSEILLAISE.

Its True History Done Over Again.

The London *Daily News* claims that the true origin of the "Marseillaise" is as follows:—

"One day in the last week of April, 1792, a certain dinner party was given by the Mayor of Strasburg, Monsieur Dietrich. The great war, which was to last three-and-twenty years, and to cost the world millions of men and hundreds of millions of money, had been proclaimed a few days before. All hearts in France were beating with hope or anger, as they are beating now, and the talk at this eventful banquet was all of the war and its prospects, as it may be now. 'Where,' it was asked, 'is a Tyrtæus who will give words to the enthusiasm of the people?' Their Tyrtæus was among them—a young officer of engineers, thirty-two years of age, called Rouget de Lisle, musician and poet, as well as soldier. At the close of the evening he went home agitated and unable to sleep. Taking his violin, he improvised the first verse and the air of the noblest national war song that has ever been written. He worked at it the whole night long, and in the morning he took it, finished, to his friends. The Mayor's niece, Mad'lle Dietrich, to whom he first showed it, instantly sent for all the guests of the preceding day, and played it to them. It was welcomed with delight. Copies were made and circulated among the military bands of Strasburg, and the ragged and half-starved troops marched to the frontier to this music of the new hymn. It was called the *Chant de l'Armee du Rhin*.

"Published in a little Strasburg paper of which Dietrich was proprietor, by degrees it got more widely known. But it had no real popularity till it was adopted among the troops of Marseilles, and shouted all the way from that city to Paris by that grim and ferocious band of six hundred 'who knew how to die,' and were led by Barbaroux. The astonished ears of the Parisians heard then for the first time, from the hoarse throats of their fierce visitors, the terrible words, 'Allons! enfans de la patrie.' They called it first the 'Hymne des Marseillaise,' and subsequently the 'Marseillaise.'

"It is noteworthy that the author was put into prison and deprived of his military rank for refusing his adhesion to the changes brought about by the 10th of August, when these men 'who knew how to die,' did die, shot down by the Swiss, and shouting his own words. He had applied the torch to fuel, which, when kindled, came near consuming himself as well as the 'banded kings' across the frontier. But Robespierre fell, and the poet got out of jail, singing another hymn composed in his cell. It is hardly given, however, to any man to touch more than once the deepest heart of a nation, and the later songs of Rouget de Lisle are now forgotten. He rejoined the army, was wounded at Quiberon in 1795, and obliged to retire from military service. At Paris he lived for six-and-forty years longer, a calm and blameless existence, unmarried, fecund in poetry, music, and memoirs, with no troubles except to make both ends meet; a calm, unambitious man, who had no desire to obtrude himself. From the successive governments he got but scant recognition, receiving little till Louis Philippe, in 1830, gave him a pension of three thousand five hundred francs, with the Cross of the Legion of Honor. And when he died, in 1836, he did not leave enough behind him to defray the expenses of his own funeral. His other works are pretty well forgotten, but the 'Marseillaise' remains the one expression, in words and music, of the indignation and fury with which France went to war in 1792; of the wild hopes and wilder dreams of the Great Revolution; and of the noble frenzy with which a great people rose to assert themselves, and to hasten that Reign of Universal Brotherhood and Equality the advent of which is yet looked for by thousands.

"The old associations of the song, then, are of dreams and ideas for which men might well die. But in giving it back to the people, the Emperor strips it of its surroundings of barricades and general overthrow. It will be no more what it has been. Already the Parisians, who a fortnight ago were singing it all day and all night, are weary of it. Their grandfathers never wearied of it. It may once more lead the troops to victory on the Rhine, but it will never more bear its old power to stir the blood of Frenchmen. Blown about in the trumpets, it may be the herald of great triumphs, but its former influence will be gone; and with new associations and new memories, it will no more serve for the shouts of red-capped republicans and the war-cry of maddened students firing from the barricades of Paris.

"The very words are out of date. What do these lines mean now?

"'Que veut cette horde d'esclaves,
De traitres, de Rois conjures?'

There is only one king now against France, there are no more slaves and no traitors—as yet. In the revival of the song we see its death, for though the music will not die the power will be gone out of it, and it will henceforth rest on another basis than its old one of Liberty, Equality, and Fraternity. For the soldiers of the new army of the Rhine to sing this song is as if an old litany of a suppressed and glorious worship were revived to be sung before a new idol. The 'Marseillaise' can never be the song of Imperialism. The Tyrtæus of that party is yet to seek."

WHICH IS SUPERIOR?

The Comparative Fighting Qualities of the French and Prussian Soldiers.

The London *Economist*, the standard financial journal of Europe, in an article on the comparative fighting qualities of the French and Prussian soldiers, before the recent battles, said:—

Upon the whole, it is certain that the Prussian soldier is a very much better fighter than he was at Jena, and it is probable that he is a better one than the Frenchman. There remains the comparative spirit of the men to be considered, and here again Englishmen are very liable to error. They understand and sympathize with the German spirit. They do not understand or sympathize with the French spirit. They tend to believe that the quiet, grave man who is impressed by proclamations which assume that the King is under the special protection of heaven, must have a higher spirit than the noisy fanfaronading person who ridicules such proclamations, who is moved mainly by love of "glory," and who inserts even into his most military songs hints of his own irresistible attractions for all women. Unfortunately, nothing is more certain than that spirit of the type we dislike is as effective in battle as spirit of the type we like; that between the Covenanter and the Gascon there is in battle nothing to choose, and in campaigning very little, the popular English idea of French want of persistence being a delusion entirely unwarranted by recent history. The Peninsular war showed Frenchmen to be persistent in the extreme, ready, when beaten and with nothing to eat, to fight again at any moment. The only spiritual difference between the men is in the matter of confidence, which has sometimes a considerable effect in its way. The soldier who has convinced himself that he is well led will obey orders which, if he were distrustful, would daunt—will, for instance, obey orders to retreat without thinking that all is over. The soldier, on the other hand, who doubts his chief, loses heart under disaster, and once in retreat begins to think of himself. Now, the Frenchman, though in the abstract confident in the French army, has not yet acquired full confidence in the French generals, doubts greatly about the Emperor, and has not made up his mind that any one general is beyond the possibility of making a blunder. The Prussian on the contrary believes, on the evidence of the Austrian war, that he is guided by a man of surpassing genius, whose orders, whatever their apparent effect, are sure sooner or later to result in victory. It is a singular proof of the extent of this feeling that the Prussian generals have not feared to let the first success of the war accrue to their adversaries—have not been averse, as French generals would have been averse, to announce to their troops that the first engagement resulted only in a Prussian retreat. This kind of confidence is of serious value; and taking the spirit of the two soldiers to be normally equal, we should say that the Prussians' was in this war a little higher. Other things being equal, therefore, we should assume a slight balance of probability in favor of German success.

NOTES OF THE WAR.

Experiments with Torpedoes.

Experiments with torpedoes were recently made at Brest. One of them was to test the action of one of those submarine monsters on a nautical "screw," which was placed in position for the purpose of the experiment. The old vessel was moored over a torpedo containing about 600 pounds of powder, lying at a depth of forty feet (French), say 50 English feet. When the explosion took place the condemned craft was first of all nearly lifted out of the sea, and then a powerful jet of water pierced it as if an enormous projectile had passed through keel and decks, and rose to a height of some 60 feet. But for the empty casks with which the ship was laden it would immediately have gone to the bottom. All the danger, however, in the explosion of the torpedo is not represented by this mass of water, which destroys as it rises and inundates as it falls. A no less terrible effect is produced by the gas generated by the powder, which in searching an issue escapes from the water in sharp blades which nothing can resist. Beams measuring more than six square feet have been cut through as with a saw. Gunpowder is found to answer better for torpedoes than picrate of potassium, nitro-glycerine, or gun-cotton.

England's Neutrality.

The Cologne *Gazette* contains a leader violently inveighing against England's neutrality. Alluding to the cartoon in *Punch*, which represents Britannia attempting to prevent Louis Napoleon and King William from coming to blows, the *Gazette* observes that Britannia should no longer be reprepresented with a helmet, but with a chignon *a la Eugenie*, or rather, with a cotton nightcap. Her present Government, it says, fears nothing so much as a war, and carries Cobden's principle of non-intervention to absurd extremes. "Cobden himself is dead, but his friend Bright is Minister, and Gladstone, whose incredible weakness both before and after the Crimean war is not forgotton, is now the First Lord of the Treasury." The best proof, proceeds the article, of the bellophobia of the Government is the way in which England received the news of the secret treaty. "No mouse ever ran with more terror about the kitchen in search of a hiding-place when the cook had come in," than the English statesmen, and the newspapers under their influence, have sought to escape the necessity of taking up arms. The *Cologne Gazette* concludes by comparing England to "an army of lions led by hares."

Prince Leopold a True German.

Prince Leopold of Hohenzollern-Sigmaringen gave the following reply to an address recently presented to him by a society in Dusseldorf:—"I thank you for your kindly feelings and for the justice you do me. I felt no difficulty in renouncing the crown of Spain on considering the danger of so great carnage. I rejected it willingly to preserve peace for our common country, and I should not be worthy to bear the name of Hohenzollern had I acted otherwise. You are right in saying that this renunciation had no result. The French have desired war; they had prepared for it. Our business is now to take up arms as men, and to enter into the struggle with courage and fortitude for the honor and security of Germany. I am happy to meet everywhere with that national enthusiasm which is alone sufficient to efface any disunion between the peoples of Germany. Our heroic King will lead us to victory."

The Range of the Chassepot.

A letter from Forbach, in the *Temps*, gives the following illustration of the range of the Chassepot. At a considerable distance from the French advanced posts a superior Prussian officer was observed every morning for some days. Followed by an escort of about twenty horsemen, and provided with a field glass, he moved about looking arrogantly towards the other lines, so secure did he think himself from our fire. His constant appearance irritated the French soldiers, and a promise was made that a prompt opportunity should be taken to teach this Prussian officer, that General de Failly had not spoken idly when he extolled the wonders of the Chassepot. On Friday morning, as soon as a French vidette caught sight of the Prussian, he informed a lieutenant of the Sixty-seventh of the fact. This latter, who was noted as a marksman, at once took aim, and notwithstanding the distance of 1200 metres, hit the enemy, who was seen to totter in his saddle and fall from his horse.

Marriages in the Prussian Army.

A curious result of the war is a large number of simultaneous marriages in the Prussian army. On the 31st ult. a great number of military weddings were performed at Altona, by express permission of the King, and the special relaxation of the standing order that the bans must be published three times. In Berlin on the same Sunday, in the garrison church in that city, more than one hundred soldiers and their betrothed were bound together in holy matrimony. The object appears to be that though they will necessarily be separated from their young wives during the honeymoon, the husbands have the satisfaction of knowing that in case of their being killed their widows will be adequately provided for by their grateful country.

The "Special Correspondents."

A singular argument for allowing correspondents at headquarters was used in the interview of the Paris journalists with M. Ollivier, the ex-premier. M. Texier, who went through the Italian campaign as correspondent for the *Siecle*, related with remarkable nerve and precision the part which the newspaper correspondents played during the war of 1859. M. Texier recalled the battle of Montebello and the demonstration made by the French army on the side of Pavia, in order to conceal the real movement on the Tessin and Magenta, and he affirmed that the newspaper correspondents were not strangers to the error into which the enemy's Generals were drawn. The correspondents, who knew the truth, then understood that it was their duty to deceive the Austrians.

The Empress in a Loving Mood.

The Empress telegraphed to the Emperor, saying that she desired to go to Metz to see him, to embrace her son, and to show herself to the army, and endeavor to increase the enthusiasm for the war, as it is apt to be increased in such cases by a woman's presence. The Emperor replied, thanking her for her wishes and intentions, but requesting her not to carry these out, as he should have left Metz before she could arrive there, and he was unable to tell her where she could find him.

Experiments with Mitrailleurs.

An English paper says:—"The mitrailleur which has for some time past been stored at the Royal Arsenal, at Woolwich, has been sent to the Royal Artillery at Shoeburyness, where experiments will be made with it next week on the beach where the gunnery operations of the Royal Artillery are carried on. Other patterns of the mitrailleur are expected to arrive from the continent and America in the course of a few weeks, and with these also experiments will be made at Shoeburyness."

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Friday, Aug. 19, 1870.

The foreign news from the seat of war is so conflicting that it influences the markets but little. The further reduction of the rate of interest by the Bank of England to 4½ per cent. was followed by an advance of securities in London, and a further decline in gold on this side of the Atlantic. The money market is not very active, but exceedingly firm at the advanced rates noted yesterday.

Gold is active at a decline. Sales up to noon ranged between 116 and 116¼.

Government bonds are dull but steady, with prices unchanged.

Stocks were dull but generally unchanged. New City 6s sold at 101½.

Reading Railroad was excessively dull at about 47¾@47⅞; Pennsylvania was steady, with sales at 58¾; Camden and Amboy sold at 115½ and Lehigh Valley at 57¾. Oil Creek and Allegheny was lively, with sales at 44⅝ and 45, b. o.

In Canal shares the only sales were in Schuylkill at 8½.

A few shares of Farmers' and Mechanics' Bank changed hands at 123.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street.

BEFORE BOARDS.

100 sh Read R..b30.47·81 | 5 sh Acad Mus.... 98½

FIRST BOARD.

$2000 City 6s, N.2d.101½	200 sh O C& A R.b30		
10 sh Far & M Bk.123		lots....	44⅝
3 sh Reading R... 48	200	do.........	44⅝
40 sh Penna R..ls. 58¾	100	do.....b60.	45
6 sh Cam & Am R.115½	200	do.....ls.	44⅝
70 sh Leh V R..ls. 57¾	100	do.....b60.	45
100 sh Sch Nv...... 8½			

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 114½@114¾; do. 1862, 112¾@113; do. 1864, 111⅜@111⅝; do. 1865, 111⅜@111⅝; do. 1865, new, 110½@110¾; do. 1867, do. 110¾@110⅞; do. 1868, do. 110¾@110⅞; 10-40s, 108⅜@108⅝. U. S. 30 Year 6 per cent. Currency, 111¾@112; Due Comp. Int. Notes, 19; Gold, 116@116¼; Silver, 111@114; Union Pacific Railroad 1st Mort. Bonds, 820@830; Central Pacific Railroad, 870@880; Union Pacific Land Grant Bonds, 750@770.

JAY COOKE & Co. quote Government securities as follows:—U. S. 6s of 1881, 114½@115; 5-20s of 1862, 112¾@113; do. 1864, 111⅜@111⅝; do. Nov. 1865, 111¾@112; do. do., July, 110½@110¾; do. do., 1867, 110½@110¾; do. 1868, 110½@110¾; 10-40s, 108⅜@108⅝; Pacifics, 111¾@112. Gold, 116.

NARR & LADNER, Brokers, report this morning Gold quotations as follows:—

10·00 A. M.	116⅛	10·41 A. M.	116
10·01 "	116	10·57 "	116⅛
10·48 "	116⅛	10·58 "	116¼
10·25 "	116¼	11·40 "	116⅛
10·35 "	116⅛		

Philadelphia Trade Report.

FRIDAY, Aug. 19.—The Flour market continues to be characterized by great depression, the inquiry being confined to the wants of the home trade. A few hundred barrels changed hands at $5·25@5·62½ for superfine; $5·87½@6·25 for extras; $6·25@6·46 for Northwestern extra family; $7@7·50 for Pennsylvania do. do.; $7@7·50 for Indiana and Ohio do. do.; and $7·75@8·50 for fancy brands, as in quality. Rye Flour may be quoted at $6. Nothing doing in Corn Meal.

The Wheat market is without improvement. Sales of Pennsylvania red at $1·43@1·45, and 2000 bushels new Western do. at $1·40@1·44. Rye is steady at 95@98c. Corn is dull and weak. Sales of yellow at $1@1·03, and Western mixed at 90@98c. Oats are inactive. Sales of 3000 bushels new Western at 50@52c. Nothing doing in Barley or Malt.

Bark.—In the absence of sales we quote No. 1 Quercitron at $30 ℔ ton.

Seeds.—Cloverseed is nominal at $7·50@9, as in quality. Flaxseed is in demand at $2·35. Timothy is in fair request at $2·35.

Whisky is unchanged. 50 barrels Western iron-bound sold at 98c.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

PORT OF PHILADELPHIA............AUGUST 19

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M.........76 | 11 A. M.......86 | 2 P. M.........92

CLEARED THIS MORNING.

Steamer Mayflower, Fultz, New York, W. P. Clyde & Co.
St'r Tacony, Nichols, New York, W. M. Baird & Co.
Schr Stephen Hotchkiss, Hodgen, Boston, Lennox & Burgess.
Schr A. J. Russell, Miller, Ipswich, John Rommel, Jr., & Bro.
Schr Maggie Cain, Scull, Bath, do.
Schr Raven's Wing, York, Salem, do.
Schr Lena Hunter, Perry, Bath, do.
Schr S. Morris, Seaman, Salem, do.
Schr B. Gartside, Stanford, Boston, do.
Schr Eliza Potter, Potter, Allyn's Point, Sinnickson & Co.
Schr N. H. Skinner, Thrasher, Dighton, do.
Schr Annie Barton, Frink, Cambridge, do.
Schr Gustie Wilson, Lincoln, Gloucester, do.
Tug Hudson, Nicholson, Baltimore, with a tow of barges, W. P. Clyde & Co.
Tug Chesapeake, Merrihew, Havre-de-Grace, with a tow of barges, W. P. Clyde & Co.

ARRIVED THIS MORNING.

Steamer Mayflower, Fultz, 24 hours from New York, with mdse. to W. P. Clyde & Co.

Steamer A. C. Stimers, Lenny, 24 hours from New York, with mdse. to W. P. Clyde & Co.

Steamer W. Whilldin, Riggans, 13 hours from Baltimore, with mdse. and passengers to A. Groves, Jr.

Steamer F. Franklin, Pierson, fm Sassafras River, with peaches to A. Groves, Jr.

Steamer Decatur, Dennis, from Sassafras River, with peaches to A. Groves, Jr.

Br. brig Fassfern, Harris, from London, with chalk to S. L. Merchant & Co.

Schr B. F. Meany, Lewis, from Portland, Conn., with brown stone to W. Struthers & Son.

Schr E. B. Everman, Lloyd, from Gardiner, Me., with ice to Knickerbocker Ice Co.

Schr Annie Murchie, Newell, from Preston, Me., with ice to Knickerbocker Ice Co.

Schr Helen M. Taber, Bowman, from New Bedford, with mdse. to Lennox & Burgess.

Schr R. Seaman, Seaman, from Kennebec River, with ice to Knickerbocker Ice Co.

Schr William K. Hall, Thompson, from Alexandria, with coal oil to captain.

Schr Florence, Sanders, from Choptank River.
Schr Sarah Clark, James, from Fall River.
Schr Goddess, Hall, from Nantucket.
Schr B. H. Jones, Irons, from Providence.
Schr Benj. Gartside, Stanford, from New Haven.
Schr James Bradley, Bradley, from Hartford.
Schr J. T. Weaver, Weaver, from Boston.
Schr Village Belle, Peterson, from Cumberland.

Tug Thos. Jefferson, Allen, from Baltimore, with a tow of barges to W. P. Clyde & Co.

Tug G. B. Hutchins, Davis, from Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

Special Despatch to The Evening Telegraph.

HAVRE-DE-GRACE, Aug. 19.—The following boats left this morning in tow:—

Sandusky and Chattanooga, with lumber to Taylor & Betts.
Chatta and Bertha, with lumber to D. K. Hautz & Co.
Pinola, with lumber for Jersey City.
Wyoming Coal Co., with coal, for Wilmington.
Charles Hebard, with coal, for Wilmington.
John Haldeman, with lime, for Bohemia, L. I.

MEMORANDA.

Steamer Saxon, Sears, hence, at Boston, 9½ A. M., this morning.

Steamers Missouri, Edwards, for Havana, and San Francisco, Webb, for Hamilton, Bermuda, cleared at New York yesterday.

Bark Tejuca, Howell, from Licata for Philadelphia, was spoken July 27, lat. 38 30, long. 39.

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

THE MISSION TO ENGLAND.

From the N. Y. World.

It is stated that Mr. Frelinghuysen, after long hesitation and delay, refuses the English mission, and that the place has been offered to Senator Trumbull, who also declines. The coquetting of Mr. Frelinghuysen with an office of such dignity, and so much above his reasonable expectations, has an air of feebleness and vacillation which will not raise that gentleman in public estimation. Had he promptly declined, the country would have recognized his modesty and good sense; if he had signified his early acceptance, it would have pardoned his self-confidence in the hope that it proceeded from a consciousness of talents which had not yet found a fitting field. But his dilatory trifling with that important post shows that he possesses neither a very exact sense of propriety nor much decision of character. Mr. Trumbull, if the position has been offered him and declined, has acted with a promptitude which is both respectful to the appointing power and creditable to his own strength and manliness.

General Grant has a most singular aptitude for lowering the tone of the public service, and cheapening its highest offices in general estimation. There ought to be a sort of chastity in such matters, resembling the reserve which adds so much to the dignity and estimation of the gentler sex. A high office, like a virtuous woman, loses something of its lustre if exposed to the mortification of being jilted or rejected. General Grant has subjected almost every great office in the Government to this degradation. His method of making appointments is marked by none of the wise foresight and prudent reserve practised by his predecessors. In this case of Mr. Frelinghuysen, any other person would have sounded him confidentially beforehand, and have ascertained whether he would consent to take the office before sending his name to the Senate. The mission to England is too important to go publicly begging for an incumbent, and the Senate should have been spared the trouble of discussing the merits and deciding on the fitness of a man who might not accept.

Most of our great offices have been degraded in a similar way, until self-respecting statesmen are unwilling to hold them. The Secretaryship of State was tumbled about and rolled in the mire of Presidential favoritism until Mr. Fish felt a sincere reluctance to take it when it was pressed upon him, and only consented to do so temporarily by the urgency of the President. Mr. Wilson, of Iowa, was the first person selected, but he scorned the office and peremptorily declined it, when General Grant wished to prostitute it for the convenience of his friend Washburne. Mr. Fish was asked to take the office after it had been thus refused by Mr. Wilson and prostituted to Elihu Washburne. It is easy to understand how unwilling a gentleman of Mr. Fish's standing must have been to be Washburne's successor. And after Mr. Fish, from motives of personal friendship to the President, had complied with his wishes, even then Washburne was permitted to remain and dictate some of the most important foreign appointments. It was due to Mr. Fish, who was to have charge of our foreign relations, and due to the dignity and efficiency of that great branch of the public service, that he should have been consulted and his wishes deferred to in selecting the foreign agents who were to act under his instructions. But in point of fact he had no more influence in filling the great foreign missions than a mechanic in the streets. We had a great controversy with England, which he would naturally wish to settle; but he had so little confidence in Mr. Motley that he would not permit him to open negotiations, and desired to have them transferred to Washington. Our relations with Spain were also important, but the Secretary of State had no confidence in such a minister as Sickles. It is not surprising that Mr. Fish is impatient to be relieved of an office whose dignity is so little respected by the President.

General Grant is treating Mr. Fish's successor with as little consideration as he has shown to Mr. Fish. He has known for some time that Mr. Fish has determined to resign, and there was no reason why he should change the minister to England until after he had made choice of the new Secretary of State. Mr. Motley is competent for the routine duties of his position, and fully equal to its social requirements. As the Alabama negotiations will not be renewed under Secretary Fish, who will soon retire, there was no reason for displacing Mr. Motley until after the new Secretary of State is installed. If the new Secretary is expected to settle the Alabama dispute, it is fair to him that the Minister to England should be a person in whom he could have confidence. The Secretary ought to have been appointed first, and the minister selected afterwards in deference to his wishes. It is no wonder that Mr. Trumbull promptly and peremptorily declines the mission when he knews nothing of the habits and temper of the Secretary to whose directions he would be subject. And it will not be surprising if General Grant finds it equally hard to secure the acceptance of a competent Secretary of State when he pays so little regard to the dignity and just sensibilities of that officer.

SYMPTOMS OF FINANCIAL EMBARRASSMENT IN FRANCE.

From the N. Y. Herald.

The news came by telegraph a few days ago that the Bank of France had suspended specie payments, and now we learn that there is to be an immediate issue of paper money—of twenty-five franc notes, it is said. The reason given for this is the difficulty of procuring change for notes of a higher denomination and the necessity of affording relief. The hundred franc notes are useless for ordinary purposes, and change cannot be easily obtained for even fifty franc notes. This step of issuing paper money is the first one, we think, leading to a flood of such promises to pay. The enormous expenditure of the Government to carry on this gigantic war and the suspension of business will soon force, probably, a large issue of paper money. Should the war continue to be unfavorable to France, or should it even with some successes threaten to be a prolonged one, the Emperor would find it difficult to raise a large loan from foreign capitalists, or from capitalists at all. And looking at the precarious situation he and his dynasty have been placed in through his blunders and failures in the war, and at the revolutionary elements that are fermenting in France, it will not be easy to raise such a large loan as his necessities must call for from the French people. Everything indicates a large issue of paper money by the government should the war be prolonged; and this will happen, no doubt, whether Napoleon remains at the head of the nation or a revolutionary government takes the control.

There are few people who are not acquainted with the history of the financial embarrassment and operations of France during the wars of the great revolution. Though beginning with moderate issues of paper money at first, the revolutionary government soon found that it was necessary to increase these to meet the demands of the stupendous war it had undertaken. In a year or two the country was flooded with assignats and mandats. Although the first were based upon the public lands which had been confiscated from the nobles, the religious establishments and the *emigres*, and were a sort of land warrant, they nevertheless soon became almost valueless. A hatful of this paper money at one time would hardly purchase a loaf of bread. The government resorted to the most extreme measures to force the circulation and to keep up its credit; it made, in fact, the refusal to receive this money a criminal offense. But though the guillotine was suspended over the heads of those who refused to receive or attempted to throw discredit upon the assignats and mandats, this did not prevent the extraordinary depreciation of them. It is not unlikely that we may witness a similar state of things should the present war continue long, and especially should another revolutionary government be organized in Paris. True, France is richer and has far more resources now than at the time of the first revolution, but the cost of war is much greater at present, and the scale on which it is waged now calls for enormous expenditures. Unprepared as we were for war at the time the Southern rebellion broke out, and vast as were our expenditures, some time elapsed before United States notes were much depreciated. Nor was the credit of the republic at any time seriously endangered. We had no debt worth speaking about before that event, and we had a country almost unlimited in its resources. It is different with France. It has already a debt of near twenty-five hundred millions of dollars, and rich as it may be it has nothing like the resources of this virgin and vast country. France has not been at war a month, and still specie payments have been suspended and there is to be a large issue of paper money. This is only the beginning, and should the war continue we may expect fearful financial embarrassments, with a resort, probably, to something like the forced circulation of mandats and assignats during the time of the first revolution.

FAMILY DIFFERENCES.

From the N. Y. Times.

Encouraged, perhaps, by the courteous reception extended by the Southern Democratic press to its "earnest word" in favor of moderation and conciliation in the construction of local platforms, the *World* now administers to the same section some very sensible advice with regard to the selection of candidates. It previously urged the avoidance of the irritating issues which were incident to the reconstruction era; it proposed that the negro question should be quietly discarded, and all "dead issues" abandoned. Now it suggests that only those persons shall be nominated to whom neither the test oath nor the fourteenth amendment will present insurmountable obstacles.

There was a time, and that not long ago, when these suggestions would have subjected the *World* to maledictions loud and deep. Our contemporary then stood almost alone in its moderation—the Chicago *Times* and the Louisville *Courier-Journal* being its only conspicuous allies. The change which has occurred in this respect is very significant. The untamed fire-eater of the Mobile *Register* met the proposition in favor of "accepting the situation" with the declaration that "this is a white man's government." Generally, however, the Democratic journals of the South, and such Southern Democratic organizations as have given expression to their opinions, have shown a determination to confine the fall campaign to living questions, and the nominations to candidates whose eligibility is undoubted. An address of the victors in North Carolina breathes the same spirit. It dwells upon the necessity of establishing friendly relations between whites and blacks, and of so treating the latter that they shall be brought into political alliance with the Democracy. In other words, it is proposed to turn negro suffrage to partisan account, instead of assailing it as hitherto. The lesson is a hard one to teach, as the Louisville *Courier-Journal* can testify; but the fact that it is being taught in several of the old slave-holding States is a sign of progress which no prudent Republican will ignore.

Unfortunately for the *World*, there are two or three ugly facts whose significance lies in the opposite direction. One of them is that, notwithstanding the address of the Congressional Democratic Committee in favor of dropping "dead issues," the Democratic members of the House refused to join in a declaration that the recent constitutional amendments came within that category. Such a refusal reveals a purpose to retain these amendments, and the policy of reconstruction with which they are identified, as grounds of partisan agitation. Nor has anything occurred to show that the Northern and Western members, who thus falsified the terms of their own address, acted at variance with the views of their constituents. In the Iowa Convention, we believe, common sense triumphed over insanity on the negro question; but, so far as we know, the case is exceptional. The Maine Democracy, who met in convention on Tuesday, do not, indeed, name the negro in their resolutions, but they violently assail the legislation of which negro suffrage is an essential part. Reciting acts of the national administration, the Maine platform affirms that "in many of the States it has established military despotisms, trying thereby to intimidate the people thereof, and make them subservient to their wicked rule." With the untruthfulness of the statement we have for the moment nothing to do. We adduce it only to prove that when the *World* and its colaborers have led the Southern wing of their party to adopt moderate platforms, and nominate moderate candidates, they will find among Northern Democrats ample opportunities for the exercise of their persuasive power and their reforming influence.

What may happen before the campaign fairly begins, we will not attempt to predict. This, however, we at present know—the contest between the extremists and the moderates is not over. The moderates have perceptibly gained ground, but the party, as a party, is yet far from accepting the sagacious counsel of the *World*.

SPECIAL NOTICES.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE BRIDESBURG BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

SPECIAL NOTICES.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE NATIONAL BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to one million dollars.

BATCHELOR'S HAIR DYE.—THIS SPLENDID Hair Dye is the best in the world, the only true and perfect Dye. Harmless—Reliable—Instantaneous—no disappointment—no ridiculous tints—*"Does not contain Lead nor any Vitalic Poison to injure the Hair or System."* Invigorates the Hair and leaves it soft and beautiful; Black or Brown.
Sold by all Druggists and dealers. Applied at the Factory, No. 16 BOND Street, New York. [4 27 mwf]

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE AMERICAN EXCHANGE BANK, to be located at Philadelphia, with a capital of two hundred and fifty thousand dollars, with the right to increase the same to one million dollars.

TREGO'S TEABERRY TOOTHWASH.

It is the most pleasant, cheapest and best dentifrice extant. Warranted free from injurious ingredients.
It Preserves and Whitens the Teeth!
Invigorates and Soothes the Gums!
Purifies and Perfumes the Breath!
Prevents Accumulation of Tartar!
Cleanses and Purifies Artificial Teeth!
Is a Superior Article for Children!
Sold by all druggists and dentists.
A. M. WILSON, Druggist, Proprietor,
3 2 10m Cor. NINTH AND FILBERT Sts., Philada.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE SCHUYLKILL RIVER BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

THE UNION FIRE EXTINGUISHER
COMPANY OF PHILADELPHIA
Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.
D. T. GAGE,
5 30 tf No. 118 MARKET St., General Agent.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE BULL'S HEAD BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

HEADQUARTERS FOR EXTRACTING Teeth with fresh Nitrous-Oxide Gas. Absolutely no pain. Dr. F. R. THOMAS, formerly operator at the Colton Dental Rooms, devotes his entire practice to the painless extraction of teeth. Office, No. 911 WALNUT Street. 1 98 tf

SUMMER RESORTS.

CAPE MAY.

CONGRESS HALL,
CAPE MAY, N. J.,
Opens June 1. Closes October 1
Mark and Simon Hassler's Orchestra, and full Military Band, of 120 pieces.
TERMS—$3·50 per day June and September. $4·00 per day July and August.
The new wing is now completed.
Applications for Rooms, address
4 15 52t J. F. CAKE, Proprietor

McMAKIN'S ATLANITC HOTEL
CAPE MAY. Rebuilt since the late fire and ready for guest Open during the year. Is directly on the sea shore, with the best bathing beach of the Cape.
Terms, for the summer, $3·50 per day and $21 per week Coach from depot free. No Bar.
5 24 tuths3m JOHN McMAKIN, Proprietor.

McMAKIN'S ATLANTIC HOTEL,
CAPE MAY, N. J.
The new Atlantic is now open.
5 25 wtm 3m JOHN McMAKIN, Proprietor.

THE COLUMBIA HOUSE, AT CAPE MAY, IS again under the management of GEORGE J. BOLTON, who is also proprietor of Bolton's Hotel, at Harrisburg, Pa. 7 9stuth23t

ATLANTIC CITY.

UNITED STATES HOTEL,
ATLANTIC CITY, N. J.,
IS NOW OPEN.
Reduction of Twenty Per Cent. in the Price of Board.
Music under the direction of Professor M. F. Aledo.
Terms, $20 per week.
Persons desiring to engage rooms will address.
BROWN & WOELPPER, Proprietors,
No. 827 RICHMOND Street, Philadelphia.
36 thstulm 6 26 dlm 7 26 thstulm

THE "CHALFONTE," ATLANTIC CITY, N J., is now open. Railroad from the house to the beach. ELISHA ROBERTS,
6 11 3m Proprietor.

WATCHES, JEWELRY, ETC.

LEWIS LADOMUS & CO.
DIAMOND DEALERS & JEWELERS.
WATCHES, JEWELRY & SILVER WARE.
WATCHES and JEWELRY REPAIRED.
802 Chestnut St., Phila

BAND BRACELETS.
CHAIN BRACELETS.
We have just received a large and beautiful assortment of
Gold Band and Chain Bracelets,
Enamelled and engraved, of all sizes, at very low low prices. New styles constantly received.
WATCHES AND JEWELRY in great variety.
LEWIS LADOMUS & CO.,
5 11 fmw] No. 802 CHESNUT Street.

TOWER CLOCKS.
G. W. RUSSELL,
No. 22 NORTH SIXTH STREET,
Agent for STEVENS' PATENT TOWER CLOCKS, both Remontoir & Graham Escapement, striking hour only, or striking quarters, and repeating hour on full chime.
Estimates furnished on application either personally or by mail. 5 25

WILLIAM B. WARNE & CO.,
Wholesale Dealers in
WATCHES AND JEWELRY,
S. E. corner SEVENTH and CHESNUT Streets,
3 25] Second floor, and late of No. 35 S. THIRD St.

WHISKY, WINE, ETC.

CARSTAIRS & McCALL,
No. 126 Walnut and 21 Granite Sts.
IMPORTERS OF
Brandies, Wines, Gin, Olive Oil, Etc.,
WHOLESALE DEALERS IN
PURE RYE WHISKIES.
IN BOND AND TAX PAID. 28 2p4

WILLIAM ANDERSON & CO., DEALERS IN Fine Whiskies,
No. 146 North SECOND Street,
Philadelphia.

JOHN FARNUM & CO., COMMISSION MERchants and Manufacturers of Conestoga Ticking, etc. No. 225 CHESNUT Street, Philadelphia.

GENT.'S FURNISHING GOODS.

PATENT SHOULDER-SEAM
SHIRT MANUFACTORY,
AND GENTLEMEN'S FURNISHING STORE.
PERFECTLY FITTING SHIRTS AND DRAWERS made from measurement at very short notice.
All other articles of GENTLEMEN'S DRESS GOODS in full variety.
WINCHESTER & CO.,
11 9 No. 706 CHESNUT Street.

CLOTHS, CASSIMERES, ETC.

CLOTH HOUSE.
JAMES & HUBER.
No. 11 North SECOND Street,
Sign of the Golden Lamb,
Are now receiving a large and splendid assortment of new styles of
FANCY CASSIMERES
And standard makes of DOESKINS, CLOTHS and COATINGS, [3 28 mws
AT WHOLESALE AND RETAIL.

FURNITURE, ETC.

HOVER'S
Celebrated Patent Sofa Bedstead
Is now being made and sold in large numbers both in France and England. Can be had only at the manufactory. This piece of furniture is in the form of a handsome PARLOR SOFA, yet in one minute, without unscrewing or detaching in any way, it can be extended into a beautiful FRENCH BEDSTEAD, with Spring Hair Mattress complete. It has the convenience of a Bureau for holding, is easily managed, and it is impossible for it to get out of order. This Sofa Bedstead requires no props, hinges, feet, or ropes to support it when extended, as all other sofa beds and lounges have, which are all very unsafe and liable to get out of repair, but the Bedstead is formed by simply turning out the ends or closing them when the Sofa is wanted. The price is about the same as a lounge. An examination of this novel invention is solicited.
H. F. HOVER,
5 24 tuf6m No. 230 South SECOND Street, Philada

STOVES, RANGES, ETC.

THE AMERICAN STOVE AND HOLLOWWARE COMPANY, PHILADELPHIA,
IRON FOUNDERS,
(Successors to North, Chase & North, Sharpe & Thomson, and Edgar L. Thomson,)
Manufacturers of STOVES, HEATERS, THOMSON'S LONDON KITCHENER, TINNED, ENAMELLED, AND TON HOLLOWWARE.
FOUNDRY, Second and Mifflin Streets.
OFFICE, 209 North Second Street.
FRANKLIN LAWRENCE, Superintendent.
EDMUND B. SMITH, Treasurer.
JNO. EDGAR THOMSON,
President. JAMES HOEY,
6 27 mwf 6m General Manager.

FURNACES.

Established in 1835.
Invariably the greatest success over all competition whenever and wherever exhibited or used in the UNITED STATES.
CHARLES WILLIAMS'
Patent Golden Eagle Furnaces,
Acknowledged by the leading Architects and Builders to be the most powerful and durable Furnaces offered, and the most prompt, systematic, and largest house in this line of business.
HEAVY REDUCTION IN PRICES,
and only first-class work turned out.
Nos. 1132 and 1134 MARKET Street,
PHILADELPHIA.
N. B.—SEND FOR BOOK OF FACTS ON HEAT AND VENTILATION. 6 22 4m

PROPOSALS.

DEPARTMENT OF HIGHWAYS.
OFFICE—No. 104 S. FIFTH STREET,
PHILADELPHIA, August 17, 1870.

NOTICE TO CONTRACTORS.

SEALED PROPOSALS will be received at the office of the Chief Commissioner of Highways until 11 o'clock M., on MONDAY, 22d instant, for the construction of a Sewer on the east side of Ninth street, from Coates street to the south curb line of Wallace street, with a clear inside diameter of three feet, with such man-holes as may be directed by the Chief Engineer and Surveyor. The understanding to be that the Sewers herein advertised are to be completed on or before the 31st day of October, 1870. And the contractor shall take bills prepared against the property fronting on said Sewers to the amount of one dollar and fifty cents for each lineal foot of front on each side of the street as so much cash paid; the balance, as limited by ordinance, to be paid by the city; and the contractor will be required to keep the street and sewer in good order for three years after the sewer is finished.

When the street is occupied by a City Passenger Railroad track, the sewer shall be constructed alongside of said track in such manner as not to obstruct or interfere with the safe passage of the cars thereon; and no claim for remuneration shall be paid the contractor by the company using said track, as specified in Act of Assembly approved May 8, 1866.

Each proposal will be accompanied by a certificate that a bond has been filed in the Law Department as directed by ordinance of May 25, 1860. If the lowest bidder shall not execute a contract within five days after the work is awarded, he will be deemed as declining, and will be held liable on his bond for the difference between his bid and the next lowest bidder.

Specifications may be had at the Department of Surveys, which will be strictly adhered to.

The Department of Highways reserves the right to reject all bids not deemed satisfactory.

All bidders may be present at the time and place of opening the said proposals. No allowance will be made for rock excavation, except by special contract.

MAHLON H. DICKINSON,
8 18 3t Chief Commissioner of Highways.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.
Drawings and specifications for all work done the establishment free of charge, and work guaranteed.
The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.
JACOB C. NEAFIE,
JOHN P. LEVY,
3 15] BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO.,
JOHN H. MURPHY, President,
PHILADELPHIA, PA.
MANUFACTURE WROUGHT-IRON PIPE and Sundries for Plumbers, Gas and Steam Fitters.
WORKS, TWENTY-THIRD and FILBERT Streets.
Office and Warehouse,
4 1 No. 42 N. FIFTH Street.

REAL ESTATE AT AUCTION.

NOTICE.

By virtue and in execution of the powers contained in a Mortgage executed by

THE CENTRAL PASSENGER RAILWAY COMPANY

of the city of Philadelphia, bearing date the eighteenth day of April, 1863, and recorded in the office for recording deeds and mortgages for the city and county of Philadelphia, in Mortgage Book A. C. H., No. 56, page 465, etc., the undersigned Trustees named in said mortgage

WILL SELL AT PUBLIC AUCTION,

at the MERCHANTS' EXCHANGE, in the city of Philadelphia, by

MESSRS. THOMAS & SONS, Auctioneers,

at 12 o'clock M., on TUESDAY, the eighteenth day of October, A. D. 1870, the property described in and conveyed by the said mortgage, to wit:—

No. 1. All those two contiguous lots or pieces of ground, with the buildings and improvements thereon erected, situate on the east side of Broad street, in the city of Philadelphia, one of them beginning at the distance of nineteen feet seven inches and five-eighths southward from the southeast corner of the said Broad and Coates streets; thence extending eastward at right angles with said Broad street eighty-eight feet one inch and a half to ground now or late of Samuel Miller; thence southward along said ground, and at right angles with said Coates street, seventy-two feet to the northeast corner of an alley, two feet six inches in width, leading southward into Penn street; thence westward crossing said alley and along the lot of ground hereinafter described and at right angles with said Broad street, seventy-nine feet to the east side of the said Broad street; and thence northward along the east line of said Broad street seventy-two feet to the place of beginning. Subject to a Ground Rent of $280, silver money.

No. 2. The other of them situate at the northeast corner of the said Broad street and Penn street, containing in front or breadth on the said Broad street eighteen feet, and in length or depth eastward along the north line of said Penn street seventy-four feet and two inches, and on the line of said lot parallel with said Penn street seventy-six feet five inches and three-fourths of an inch to said two feet six inches wide alley. Subject to ground rent of $72, silver money.

No. 3. All that certain lot or piece of ground beginning at the S. E. corner of Coates street and Broad street, thence extending southward along the said Broad street nineteen feet seven inches and five-eighths of an inch; thence eastward eighty feet one inch and one-half of an inch; thence northward, at right angles with said Coates street, nine feet to the south side of Coates street, and thence westward along the south side of said Coates street ninety feet to the place of beginning.

No. 4. Four Steam Dummy Cars, twenty feet long by nine feet two inches wide, with all the necessary steam machinery, seven-inch cylinder, with ten-inch stroke of piston, with heating pipes, &c. Each will seat thirty passengers, and has power sufficient to draw two extra cars.

NOTE.—These cars are now in the custody of Messrs. Grice & Long, at Trenton, New Jersey, where they can be seen. The sale of them is made subject to a lien for rent, which on the first day of July, 1870, amounted to $600.

No. 5. The whole road, plank road, and railway of the said The Central Passenger Railway Company of the city of Philadelphia, and all their land (not included in Nos. 1, 2, and 3,) roadway, railway, rails, rights of way, stations, toll houses, and other superstructures, depots, depot grounds and other real estate, buildings and improvements whatsoever, and all and singular the corporate privileges and franchises connected with said company and plank road and railway, and relating thereto, and all the tolls, income, issues, and profits to accrue from the same or any part thereof belonging to said company, and generally all the tenements, hereditaments and franchises of the said company. And also all the cars of every kind (not included in No. 4,) machinery, tools, implements, and materials connected with the proper equipment, operating and conducting of said road, plank road, and railway; and all the personal property of every kind and description belonging to the said company.

Together with all the streets, ways, alleys, passages, waters, water-courses, easements, franchises, rights, liberties, privileges, hereditaments and appurtenances whatsoever, unto any of the abovementioned premises and estates belonging and appertaining, and the reversions and remainders, rents, issues, and profits thereof, and all the estate, right, title, interest, property, claim, and demand of every nature and kind whatsoever of the said Company, as well at law as in equity of, in, and to the same and every part and parcel thereof.

TERMS OF SALE.

The properties will be sold in parcels as numbered. On each bid there shall be paid at the time the property is struck off Fifty Dollars, unless the price is less than that sum, when the whole sum bid shall be paid.

W. L. SCHAFFER, }
W. W. LONGSTRETH, } Trustees.
8 13 61t

LUMBER.

1870 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1870
1870 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1870
1870 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1870
1870 WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1870
1870 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1870
1870 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS. HICKORY. 1870
1870 CIGAR BOX MAKERS'. CIGAR BOX MAKERS'. SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1870
1870 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1870
1870 CEDAR SHINGLES. CYPRESS SHINGLES. 1870
MAULE, BROTHER & CO.,
11 No. 2500 SOUTH Street.

PANEL PLANK, ALL THICKNESSES.—
COMMON PLANK, ALL THICKNESSES.
1 COMMON BOARDS.
1 and 2 SIDE FENCE BOARDS.
WHITE PINE FLOORING BOARDS.
YELLOW AND SAP PINE FLOORINGS, 1¼ and 4¼ SPRUCE JOIST, ALL SIZES.
HEMLOCK JOIST, ALL SIZES.
PLASTERING LATH A SPECIALTY.
Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ,
5 31 6m No. 1715 RIDGE Avenue, north of Poplar St.

BUILDING MATERIALS.

R. R. THOMAS & CO.,
DEALERS IN
Doors, Blinds, Sash, Shutters
WINDOW FRAMES, ETC.,
N. W. CORNER OF
EIGHTEENTH and MARKET Streets
4 12 12m PHILADELPHIA.

ONE DOLLAR GOODS FOR 95 CENTS
10 15 [ta] DIXON'S No. 21 S. EIGHTH Street.

REAL ESTATE AT AUCTION.

TRUSTEES' SALE
ESTATE
OF THE
FREEDOM IRON AND STEEL COMPANY.

The undersigned, Mortgagees and Trustees under the mortgage of the FREEDOM IRON AND STEEL COMPANY, which bears date February 1, 1867, under and pursuant to a request and notice of creditors, given under the provisions of the said mortgage, for default of payment of interest,

Will sell at public sale, at the Philadelphia Exchange, on TUESDAY, the 27th day of September, A. D. 1870, at 12 o'clock noon, by

M. THOMAS & SONS, Auctioneers.

All the lands, tenements, hereditaments, and real estate of whatsoever kind and wheresoever situate and being of the said Freedom Iron and Steel Company, and all the buildings, machine shops, machinery, fixtures, forges, furnaces, grist mill, ore rights, stationary engines, saw mills, railroads and cars of every kind belonging to the said Company granted in mortgage by the said Company to us by the said mortgage, viz.:—

About thirty-nine thousand (39,000) acres of land in Mifflin and Huntingdon counties, Pennsylvania, on which there are erected extensive steel works, four (4) charcoal blast furnaces, and numerous shops and buildings, to wit:—

The property known as the Freedom Iron and Steel Works, in Mifflin county, Pennsylvania, comprising two hundred and eighty-nine (289) acres of land.

One (1) charcoal blast furnace, Bessemer steel converting house, hammer shop, rail and plate mill, steam forge, tyre mill, water-power bloomery, cast-steel works, foundry and machine shops, old forge, smith shop, carpenter shop, store with warehouse attached, mansion house, offices, 64 dwelling houses, saw-mill, lime-kiln, stables and other buildings, with stationery engines, machinery, and fixtures.

Also, the property known as the Greenwood Ore Bank, in Union township, Mifflin county, containing 91 acres of land, and 20 dwelling houses and stables.

Also, the property known as the Week's Saw Mill, in the same county, containing 2352 acres of land, with mill and all the machinery and appurtenances thereof. With two small tracts of land in Derry township, Mifflin county, each containing about one acre, more or less, respectively known as the Cunningham and Ryan lots, and two small tracts of land, containing about one acre and one-fourth of an acre, respectively, known as the Hostetter lot, and the Stroup House and lot, in Union township, Mifflin county.

Also, about 17,400 acres of unseated lands, in Mifflin county.

Also, the right to take ore on the Muthersbaugh farm, in Decatur township, Mifflin county, at a royalty of 25 cents per ton.

Together with about 907 acres of land, in Huntingdon county, known as the Greenwood Furnace tract, with two charcoal blast furnaces, known as the Greenwood Furnaces, with engines and fixtures, with mansion house, 17 stables, carpenter shop, blacksmith shop, 82 dwelling houses, offices and store, one grist mill, with stable and buildings of every description, railroad and ore cars.

Also, the property known as the Monroe Furnace, in Barre township, Huntingdon county, containing about 179 acres of land, with nine dwelling-houses, stables, carpenter shop, smith shop, store and office building.

Also, about 17,200 acres of land, in Huntingdon county (of which 637 acres are seated and partly improved). Together with all and singular the corporate rights, privileges, and franchises of the said Company.

The foregoing properties will be sold in one parcel or lot, in payment of the bonds of the said Freedom Iron and Steel Company, amounting to $500,000, with interest from February 1, 1869, secured by the said mortgage to the trustees, under the terms of which this sale is made, the said mortgage being a first mortgage on the said property. The terms of sale of the property above described will be as follows:—

$2000 in cash, to be paid when the property is struck off. The balance te be paid in cash upon the execution of the deed to the purchaser.

The Trustees will also sell at the same time and place, and under the same request and notice of creditors, all the right, title, and interest of the Trustees, as mortgagees in trust, of, in, and to the following described properties, viz.:—

The property known as the Yoder Farm, in Brown township, Mifflin county, containing 158 acres, 124 perches, composed of two tracts as follows:—

Beginning at stone in road, thence by land of John D. Barr, north 53 degrees east, 102 5-10 perches to stone; thence by land of Joseph B. Zook, north 44¾ degrees west, 202 3-10 perches, to stone; thence by land of John Hooley, south 46¾ degrees west 102 1-10 perches, to stone; thence south 44¾ degrees east, 190 6-10 perches, to the place of beginning—containing one hundred and twenty-five acres and twelve perches net measure.

Also all that other certain tract of land adjoining above, beginning at stone in road, thence up said road, north 44¾ deg. west, 67 5-10 perches, to stone; thence by land of John Hooley, south 45¾ deg. west, 79 6-10 perces to stones; thence by land of David L. Yoder, south 42¾ deg. east, 66 8-10 perches, to stone in road; thence along said road and by land of Gideon Yoder, north 46¾ deg. east, 81 1-10 perches to the place of beginning—containing thirty-three acres and one hundred and twelve perches, net measure.

The same being subject to mortgage given t secure bonds, amounting to $11,738·34, upon $380 of which interest is due from April 1, 1869, and on balance of said bonds interest is due from April 1, 1868.

Also, the property known as the Williams farm, as follows:—

All that certain tract of land situate in Derry township, Mifflin county, Pa., bounded and described as follows:—

Beginning at a chesnut, corner of lands of Phili Martz, thence by lands of William Henney and Samuel McManamy, north 37 degrees west, 93¾ perches, to a hickory; thence by lands of Samu McManamy, north 17 degrees west, 17 perches; thence by land of James M. Martin, south 75 degrees west, 22 perches, to a post; thence by land Johnston Sigler, south 57 degrees west, 169 perche to a hickory; thence by lands of Peter Townsend heirs, south 37 degrees east, 91 perches, to stones thence by land of heirs of John McDonell, decease and Mrs. McIlvain, north 60 degrees east, 98¾ perches, to a post; thence by land of Philip Martz north 70¾ degrees east, 89¾ perches, to the place o beginning—containing one hundred and seven acre and twenty-nine perches of land, and allowance.

This property is charged with a mortgage, give to secure bonds for $1250, with interest at 6 p cent. per annum, from November 8, 1868.

Also, the property known as the Stroup Ore Ban in Union township, Mifflin county, containing abou nine acres and eighty-nine perches.

The last named property is subject to a mortga given to secure a bond for $1000, bearing interest the rate of 6 per cent. per annum from July 1868.

The terms of sale of the last three describe properties will be as follows:—

Twenty-five dollars in cash to be paid upon ea when they are respectively struck off.

The balance of the purchase money of each to paid in cash upon the execution of the conveyan to the purchaser.

WISTAR MORRIS, }
JAMES T. YOUNG, } Trustees.
ENOCH LEWIS, }
M. THOMAS & SONS,
6 27 mth 1827 Auctioneers.

The most durable Green will not fade, is brighter Colo costs less than any other because it will paint twice a much surface, Ground pur only by the manufactur Sold by all paint dealers Office 122 N. 4th St.

NEWS SUMMARY.

Domestic Affairs.

—Gold closed yesterday at 116⅝.

—Canon City, Oregon, was destroyed by fire on the 15th inst.

—Two lives were lost yesterday morning, by a collision on the Detroit river, near Detroit.

—Oregon's white population is estimated at 100,000, and that of Washington Territory at 25,000.

—A large fire occurred at Bell's Corners, near Montreal, yesterday. Upwards of fifty houses were destroyed.

—Major-General Hazen called on the President at Long Branch yesterday, and received permission to proceed to Europe to watch the war operations.

—Governor Chamberland has been declared the choice of the Republican County Convention, sitting at Portland, for United States Senator from Maine.

—President Grant has returned to Long Branch, and does not propose going to Washington this month, unless important public business shall demand it.

—On Wednesday the body of a drowned bather was found on the beach near Salisbury Md. It is supposed to be that of Mr. Johnson, drowned at Cape May about two weeks since.

—Twenty-four of the persons arrested by Colonel Kirk in North Carolina were yesterday released by Judge Brooks on bail. Governor Holden refused to give up eighteen persons held by him, and a writ has been issued, under the Fourteenth Amendment, for their delivery.

THE SCHUETZENFEST.

The Close of the Festival—Award of Prizes.

The attendance at the new park yesterday was larger than on any of the preceding days. During the morning the time was occupied, as on the preceding days of the "fest," with singing, dancing, and instrumental music, etc. In the afternoon the prizes for the successful competitors at rifle shooting were presented. The following is a list of the winners and their prizes:—

First Target, Bull's Eyes.—1st, John Mantz, Wilmington, gold watch; 2d, F. Langenheim, Philadelphia, one dozen silver spoons; 3d, Charles Wohlgemuth, Philadelphia, silver plated service; 4th, E. Anschutz, Philadelphia, mantel clock; 6th, John Greiner, Wilmington, silver soup ladle and half dozen silver tablespoons; 6th, F. Justi, Philadelphia, one dozen silver teaspoons; 7th, Jacob Heintz, New York, silver watch; 8th, Charles Parbs, Philadelphia, silver watch; 9th, D. F. Schick, Philadelphia, leather valise; 10th, H. Janney, Wilmington, silk umbrella; 11th, F. Schalk, Pottsville, one dozen napkins and tablecloth; 12th, Edward Schmidt, silk umbrella; 13th, J. F. Beschman, China coffee tea set; 14th, John Wurffelein, one dozen knives and forks; 15th, F. Soehm, ice pitcher.

The following persons received prizes, consisting of cigar-cases, porte-monnaies, pocket knives, etc., in the following order:—16th, John Roder; 17th, John Hanold; 18th, Dr. Brinkman; 19th, B. Lager; 20th, George F. Kolb; 21st, W. Wilhelm; 22d, S. Heintz; 23d, G. Baltz; 24th, John Reist; 25th, George Bortzner; 26th, A. Born; 27th, C. Zimmerman; 28th, Louis Blanc; 29th, John Volpius; 30th, George Konningeiser; 31st, —— Seigrist; 32d, B. F. Schmidt.

At the "Target of the Fatherland" the prizes were as follows:—1st, George Huntz, New York, Kolbach's Goethe Album, containing illustrations of Goethe's works; 2d, George F. Kolbe, basket of artificial flowers; 3d, George Schalk, Pottsville, silver castor; 4th George Frey, morocco valise.

At the "Target of Honor" we give the prizes, with their relative numbers:—1st, John Pfeiffer, 65, prize, $25; 2d, Charles H. Parbs, 59, prize, $22; 3d, George Berk, 58, prize, $20; 4th, Peter Gelsen, 57, prize, $18; 5th, George F. Kolb, 56, prize, $16; 6th, John Reist, 55, prize, $14; 7th, Charles Heimerl, Wilmington, 55, prize, $12; 8th, Jacob Heins, New York, 54, prize, $10; 9th, George Schalk, 53, prize, $8; 10th, Charles Schneider, 53, prize, $6; 11th, Andrew Lutz, $53, prize, $5; 12th, Edward Schmidt, 49, prize, $5; 13th, A. Steuber, 48, prize, $5; 14th, John Giemer, Wilmington, 48, prize, $4; 15th, Albert Kalck, 48, prize, $4; 16th, E. Anschutz, 47, prize, $4; 17th, Charles Foehl, 46, prize, $3; 18th, George Hein, New York, prize, $3 19th, Anton Winters, 44, prize, $3; 20th John Foehl, 43, prize, $3; 21st, John Mantz 43, prize, $2; 22d, August Wilhelm, 42, prize, $2; 23d, John Walgamith, 42, prize, $2; 24th, B. Lager, 41, prize, $2; 25th, Herman Simons, 40, prize, $2.

Prizes of candy, toys, etc., were also awarded by the ladies' committee to the children who have proved most proficient in various juvenile games. A party of Tyrolese in their native costumes were present on the ground and attracted much attention.

In the evening a grand display of fireworks took place. A number of fire balloons were sent up, rockets and Roman candles were fired, and the exhibition closed with a large piece representing the North German Flag and another representing a Rifleman's Hat. This closed the four days' festival, which has been a success. The receipts at the gate on Monday amounted to $650; on Tuesday and Wednesday to $500 each. The receipts for yesterday could not be obtained last evening, but they cannot fall short of those of Monday.

THE ENGLISH MISSION.

Mr. Frelinghuysen Declines—His Letter to President Grant.

NEWARK, N. J., Aug. 18.—The Newark *Daily Advertiser* publishes to-day the following letter addressed by ex-Senator Frelinghuysen to President Grant immediately after the official news of his nomination as Minister of the United States to the Court of St. James:—

NEWARK, N. J., July 27, 1870.—To his Excellency President Grant:—Permit me to express my appreciation of the distinguished honor done me in my appointment as Minister to England, an honor the more valuable, because originating with one whose confidence I so highly prize. I received the official notification of my appointment on Friday, the 22d instant. Since then, and before, I have deeply and disinterestedly reflected on the question whether it was my duty to accept the office; and having come to the conclusion that it was not, I regret that the telegrams indicating the resolution to which I have come, sent, the one on the morning of Thursday, the 14th inst., just as soon as the rumors of my possible nomination took place in the press, and the other on the morning of the 15th, as soon as I heard of my nomination, did not reach their destination in time to lead to the selection of another than myself for the position.

Although my mind was fixed on this subject when I telegraphed, yet the most grateful vote of the Senate on my confirmation, which I am aware was to a good degree the result of a natural kindly feeling towards a recent associate, and also an expression of views as to the national policy, has led me carefully to review the subject.

In view of my domestic relations and duties, which, I was gratified to find in a recent interview, you appreciated, my own distaste for diplomatic position and my conviction that there are others better suited to the office, I am brought to my first conclusion, and shall forward my letter declining the office to the Secretary of State.

While I regret that my efforts to avoid the association of my name with this office were not successful, you will please permit me again to express my high appreciation of the honor conferred.

I am, with much respect, your obedient servant, FREDERICK T. FRELINGHUYSEN.

The Newark *Advertiser* explains in this afternoon's paper that Mr. Frelinghuysen never accepted the position or intimated that he would. His friends in the Senate requested him to remain silent to avoid confusion at the close of the session of the Senate.

THE WAR.

LAST NIGHT'S DESPATCHES.

THE GREAT STRUGGLES ON THE MOSELLE—THE ADVANTAGE WITH THE PRUSSIANS—THE APPROACHING END OF THE NAPOLEONIC DYNASTY.

LONDON, August 18.—[Special to the New York *Tribune*.]—Tuesday's battle is the crowning proof of French falsehoods and concealments in recent telegrams. Palikao declared in the Corps Legislatif that the Prussians had been forced to abandon their attempts to interrupt the French retreat, and that Bazaine was pursuing his road unmolested to Verdun and Chalons. While he was speaking the Prussians were attacking the French flank, and at nightfall one portion at least of Bazaine's army had been forced to abandon the road to Verdun, and were again shut up in Metz.

It is more than ever plain that no considerable part of the French army has ever succeeded in getting far on the road from Metz to Verdun. Their delay, to whatever cause due, gave the Prussians time to come up, and they were able on Tuesday to attack with a vanguard strong enough to arrest the retreat and bring four French corps into action. When Bazaine found he could not shake off the Prussian pursuit, he clearly resolved to crush their single corps before its support could arrive.

For hours the 3d Prussian Corps, which, supported only by a cavalry division, had first been attacked, was compelled to bear the brunt of a vigorous onslaught from twice or thrice its own numbers. Towards the close of the day, reinforced by the 10th and parts of the 8th and 9th Corps, the Prussians resumed the offensive; and when night fell the French army was again divided, and it is doubtful whether either of the main roads from Metz to Verdun remains open.

Bazaine's three French corps, heretofore unscathed, beside Frossard's and the Imperial Guard, were brought into action, which on the French side was a general engagement; while on the Prussian side the larger part of the two armies of Steinmetz and Prince Frederick Charles were not on the field, and apparently not a single battalion of the Crown Prince, who is believed to be advancing steadily on Chalons.

A well-informed diplomat says that Prussia will exact no surrender of French soil, but will insist on the excluding the Bonaparte family from the throne of France. Other terms of peace not reconcilable with French *amour propre*, including doubtless a partial reimbursement of the cost of the war, will be added. The political restoration of the House of Orleans is currently discussed as probable.

We have it on high authority, fresh from Paris, that it is the universal conviction here that the Napoleonic dynasty is ended. The Empress having packed up and despatched all her valuables, including pictures of inestimable value, has left for England by way of Belgium. It is believed that the Emperor is also on his way to this country by the same track. He does not dare to return to Paris. Prince Napoleon has fled to Italy with his family.

LONDON, Aug. 18.—[Special to the New York *Tribune*.]—Our special correspondent writes from Chalons, August 15, as follows:—This is the Emperor's fete day, but there are no fetes in honor of the occasion. The alarm was sounded this morning at 10 o'clock, and artillery was put in motion and went forward to Blesones, but there found the railway cut, and fell back.

No railway communication now exists between Chalons and either Metz or Verdun. We do not know where the French main body is, but the Prussian vanguard is nearer Chalons than Bazaine is, and there is no force here capable of resisting an attack. Thus far nothing but cavalry is heard of, and that yesterday was within twenty miles of Chalons, and destroying railways at will.

Our correspondent writing from the headquarters of the 2d Prussian Army Corps, on August 2, says:—"Should the French not accept battle outside of Metz, two corps will be left to mask the fortress while the main body will continue the march for Paris. The Prussians have at least 600,000 men advancing on French soil, and as many more in reserve on German soil. All talk of peace before the occupation of Paris is laughed at."

Our correspondent at the headquarters of the Crown Prince writes on August 12:—"We are daily advancing from village to village. Alsatian sympathies are altogether French, but the people are treated by the Prussians kindly, except where the peasants commit hostilities. No compulsory military service is enforced on them. Wagons for the wounded are required, and sales of provisions compelled. Nothing is exacted but strict necessaries, and everything paid for. The Crown Prince declares that we make war on the French Government and not on the French people. MacMahon's corps is almost destroyed, and no remnant has been found as the Crown Prince pushes steadily forward against the French right flank."

THE GREAT BATTLE AT MARS-LA TOUR.

BERLIN, Aug. 18—(Official.)—A battle occurred before Metz yesterday, lasting nearly twelve hours. The Prussians drove the French in upon the city. Losses very heavy on both ides. The Prussians now hold the field of battle.

J. T. EASTON, J. M'MAHON,

EASTON & McMAHON,

SHIPPING AND COMMISSION MERCHANTS,
No. 2 COENTIES SLIP, New York,
No. 18 SOUTH WHARVES, Philadelphia,
No. 45 W. PRATT STREET, Baltimore.

We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice.

CUTLERY, ETC.

RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Lecoultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Ear instruments, to assist the hearing, of the most approved construction, at P. MADEIRA'S, No. 115 TENTH Street, below Chesnut.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES	5·14	MOON RISES	11·23
SUN SETS	6·53	HIGH WATER	6·58

PHILADELPHIA BOARD OF TRADE.

THOMAS G. HOOD,
CHRIS. J. HOFFMAN,
THOMAS C. HAND,
} COMMITTEE OF THE MONTH.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.			
City of Cork	Liverpool	New York	July 23
Sidon	Liverpool	New York	July 26
Britannia	Glasgow	New York	July 27
Paraguay	London	New York	July 30
Winchester	Aspinwall	New York	July 31
Arizona	Aspinwall	New York	Aug. 2
Nevada	Liverpool	New York	Aug. 3
C. of Manch't'r.	Liverpool	New York	Aug. 6
Batavia	Liverpool	New York v B.	Aug. 9
Leopold I.	Antwerp	New York	Aug. 10
Colorado	Liverpool	New York	Aug. 10
Holland	Liverpool	New York	Aug. 10
India	Glasgow	New York	Aug. 20
FOR EUROPE.			
St. Laurent	New York	Havre	Aug. 20
Europa	New York	Glasgow	Aug. 20
The Queen	New York	Liverpool	Aug. 20
C. of Brussels	New York	Liverpool	Aug. 20
C. of Baltimore	New York	Liverpool via H.	Aug. 23
Nevada	New York	Liverpool	Aug. 24
Denmark	New York	Havre	Aug. 24
Paraguay	New York	London	Aug. 27
Helvetia	New York	Liverpool	Aug. 27
India	New York	Glasgow	Aug. 27
C. of Wash'ton	New York	Liverpool	Aug. 27
Colorado	New York	Liverpool	Aug. 31
COASTWISE, DOMESTIC, ETC.			
J. W. Everman	Philadelphia	Charleston	Aug. 19
Yazoo	Philadelphia	New Orleans	Aug. 20
Arizona	New York	Aspinwall	Aug. 20
City of Merida	New York	Vera Cruz, etc.	Aug. 20
Wyoming	Philadelphia	Savannah	Aug. 20
Salvor	Philadelphia	Charleston	Aug. 26

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Steamship J. W. Everman, Hinckley, Charleston, Souder & Adams.
Steamship Fanita, Freeman, New York, John F. Ohl.
Steamer H. L. Gaw, Iler, Baltimore, A. Groves, Jr.
Steamer Ann Eliza, Richards, New York, W. P. Clyde & Co.
Brig Harry Stewart, Weeks, Oporto, Jose de Bessa Guimaraes.
Schr M. S. Lewis, Lewis, Boston, L. Audenried & Co
Schr Ocean Wave, Bryant, Gloucester, do.
Schr J. S. Shindler, Lee, Boston, do.
Schr E. A. Hooper, Champion, Boston, do.
Schr J. Williamson, Corson, Providence, do.
Schr Jesse Wilson, Connelly, Boston, do.
Schr Helen A. Bowen, Harris, Boston, do.
Schr Joseph Porter, Burroughs, Boston, do.

ARRIVED YESTERDAY.

Steamer E. N. Fairchild, Trout, 24 hours from New York, with mdse. to Wm. M. Baird & Co.

Steamer Frank, Pierce, 24 hours from New York, with mdse. to W. M. Baird & Co.

Port. bark Marianna VII, Goncalves, 40 days from Lisbon, with corkwood to J. de Bessa Guimaraes.

Nor. bark Vasa, Ericksen, 48 days from London, with mdse. to C. F. & G. G. Lennig—vessel to L. Westergaard & Co.

Bark Eliza Avelina, Dowley, 8 days from Boston, in ballast to B. Crawley & Co.

Schr Stephen Hotchkiss, Hodgden, 6 days from Boston, with ice to Carpenter Ice Co.—vessel to Lennox & Burgess.

Schr Nellie Starr, Poland, from Bath, with ice to order.

Schr Benjamin Stockley, Hillman, 3 days from Salisbury, Md., with lumber to Collins & Co.

Schr Abbie Pitman, Rambo, 6 days from Wood's Hole, with guano to order—vessel to Knight & Sons.

Schr F. Nickerson, Crowell, 4 days fm New York, in ballast to Knight & Sons.

Schr Granite State, Burgess, from Boston, with mdse.

☞ Brig C. V. Williams (arrived 17th inst. from South Norwalk), is consigned to C. Haslam & Co.

BELOW.

Off Bombay Hook, schr Summerville, from Porto Rico. Off Delaware City, brig L. L. Wadsworth, fm Caibarien. Off Wilmington, brig Fassfern, from London—reported by Capt. Fowler, of steamtug S. J. Christian, from Delaware Breakwater.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, Aug. 18.—Twelve barges leave in tow to-night, for Baltimore, light.

M. Bartlett, with old rails, for Philadelphia.

BALTIMORE BRANCH OFFICE, Aug. 18.—The following barges leave in tow to-night, eastward:—

Mary X., R. J. Chard, Moonlight Rover, Rose Ann, C. Downer, M. F. Hannegan, and H. Campbell, all with coal, for New York. L. S. C.

(By Telegraph.)

LEWES, Del., Aug. 18—5 P. M.—The ship Stadacona, two brigs, and seven schooners are coming down the Bay.

Wind S. Thermometer, 90.

MEMORANDA.

Br. steamer Caledonia, Ovenstone, from Glasgow 3d and Moville 4th inst., at New York yesterday, with 133 passengers.

Br. steamer City of Dublin, Eynon, cleared at New York yesterday for Liverpool.

Br. steamer Palmyra, Watson, cleared at New York yesterday for Liverpool.

Br. steamer Samaria, Martyn, cleared at Boston 17th inst. for Liverpool via New York.

Steamer Australia, from New York, arrived at Moville yesterday.

Steamers Italy and City of London, from New York, arrived at Queenstown yesterday.

Steamer Gulf Stream, McCreevy, from Galveston 3d, via Key West 13th inst. at New York yesterday.

Steamer Sherman, Crowell, cleared at New York 17th inst. for New Orleans.

Steamer Aries, Wiley, for Philadelphia, cleared at Boston 17th inst.

Steamer Hunter, Harding, hence, at Providence 16th inst.

Steamer J. S. Green, Vance, hence, at Richmond 16th inst.

Steamer Panther, Kelton, hence, at Boston 17th instant.

Bark Daring, McDonald, for Philadelphia, was loading at Havana 13th inst.

Bark Ormus, Pettingill, for Philadelphia soon, was at Antwerp 4th inst.

Br. brig Fearless, Davison, for Delaware Breakwater, cleared at Matanzas 12th inst.

Brig St. Peter, for Philadelphia in a few days, was at Ponce 30th ult.

Brig William Creevy, Simmons, sailed from Leghorn 27th ult., reported for Boston—former accounts said she was bound to Philadelphia.

Schrs W. S. Thompson, Regan, and Diamond State, Cooper, hence, at Washington, D. C., 17th inst.

Schr Maggie McNeil, Cramer, for Philadelphia, sailed from Matanzas 9th inst.

Schr General Connor, Partridge, for Philadelphia, cleared at Matanzas 12th inst.

Schrs Gntara, Sprague; Estella Day, Carey; and Wm. H. Thiers, Gifford, hence, at Boston 17th inst.

Schr Edna Harwood, Harwood, from Bangor for Philadelphia, at Holmes' Hole 16th inst.

Schrs D. V. Streaker, Vangilder, from Boston for Philadelphia, and L. A. Rose, Rose, from Lynn for do., at Holmes' Hole 17th inst.

Schr M. H. Westcott, Gandy, hence, at Lynn 10th instant.

Schr Zulette Kenyon, Buckingham, hence, at Lynn 12th inst.

Schr Hattie Lowe, Sherman, hence, at Norfolk 16th inst.

Schr Ephraim and Anna, Green, hence, at Neponsett 16th inst.

Schrs M. R. Carlisle, Potter, and William H. Dennis, Lake, hence; and Blast, Parker, from Trenton, at Providence 16th inst.

Schr E. H. Atwood, Brown, for Philadelphia, s'ld from Providence 16th inst.

Schrs Young Teaser, Slocum, for Philadelphia, and Cloud, Seaman, for Trenton, sailed from New Bedford 16th inst.

Schr Rapidan, Johnson, hence, at Richmond 17th instant.

Schrs George H. Squire, Timmons; Island Belle, Pierce; S. P. M. Tasker, Allen; J. M. Broomall, Douglass; F. St. Clair Edwards, Ireland; Altoona, Fitzgerald; James Martin, Baker; S. H. Sharp, Webb; and Four Sisters, Sheerer, hence, at Boston 17th inst.

Schr J. J. Middleton, Little, from Providence for Philadelphia, at New York 17th inst.

MISCELLANY.

Steamer Helvetia, at New York from Liverpool, brought 510 passengers.

Steamer Denmark, at New York from Havre, brought 108 passengers.

Some forty tons more of coal have been taken out of schr Grace Girdler, sunk at Newburyport, and on Wednesday last, it was expected, she would be lifted from her rocky bed.

The New York Submarine Company have commenced a suit in the United States District Court to recover $34,000 from the owners of the ship Isaac Webb, for saving the ship last November.

NOTICE TO MARINERS.

WEST INDIES—PORTO RICO—BUOYS IN MAYAGUEZ BAY.—The Spanish Government has given notice that the following buoys have been placed on the Les Manches and Allart Banks, Mayaguez Bay, west end of Porto Rico Island, to mark the channel:—

1. On the south end of Les Manches inner shoal, in 3½ fathoms.
2. On the north end of the Allart Bank, in 2½ fathoms, S. S. E. ½ E. from the Les Manches buoy.

PROPOSALS.

PROPOSALS FOR STATIONERY.

TREASURY DEPARTMENT,
OFFICE OF INTERNAL REVENUE,
WASHINGTON, August 1, 1870.

SEALED PROPOSALS will be received at this office until the first day of September, 1870, at 12 o'clock M., for supplying the Assessors and Collectors of Internal Revenue throughout that portion of the United States lying east of the Rocky Mountains, except Montana and New Mexico, with the Stationery required for use in their respective districts for that part of the present fiscal year commencing October 1, 1870, and ending June 31, 1871.

There are in that portion of the United States for which proposals are solicited two hundred and twenty-eight collection districts, in each of which is an Assessor and Collector. These districts have been divided into geographical departments. Contractors are at liberty to propose to furnish Stationery to the officers of one or more of the Departments.

The following is a list of the States and Territories, and Districts in each, constituting the several Departments:—

First Department.—Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York. Number of districts, 59.

Second Department.—Pennsylvania, New Jersey, Delaware, Maryland, Virginia, West Virginia, North Carolina, District of Columbia. Number of districts, 54.

Third Department.—South Carolina, Georgia, Alabama, Florida, Mississippi, Louisiana, Texas, Tennessee, Arkansas. Number of districts, 32.

Fourth Department.—Kentucky, Ohio, Indiana, Illinois, Michigan, Wisconsin, Missouri, Iowa, Minnesota, Kansas, Nebraska, Colorado, Dakota, and Wyoming. Number of districts, 83.

No proposals will be considered unless accompanied by a bond, with sufficient sureties, in the sum of five thousand dollars ($5000), approved by a United States District Attorney, on a form to be furnished by the Department, conditioned that the parties shall, in case of the acceptance of their bid, or any part of it, duly execute a contract with good and sufficient bonds for the due performance of the same.

The Commissioner reserves the right to consider and accept or reject each bid, item by item.

The bids should be addressed to the Commissioner of Internal Revenue, and indorsed "Proposals for supplying Stationery to Internal Revenue Officers."

Schedules of articles to be furnished will be forwarded from this office upon application, with conditions under which the articles are to be delivered.

J. W. DOUGLASS,
8 9 3w Acting Commissioner.

GOVERNMENT NOTICE

BAHAMAS' MAIL CONTRACT.

Tenders addressed to the Colonial Secretary, Nassau, New Providence, will be received by the Government of the Bahamas until the 16th day of September next, for the conveyance by a steam vessel or vessels, of her Majesty's mails between Nassau and New York.

The service will have to be performed either fortnightly or every four weeks, as may be ultimately decided on by the Bahamas Government, and the parties tendering must consequently state the rate at which they are willing to contract for the different modes of service, or may tender for both, or may confine themselves to either separately. Every contract vessel must be of not less capacity than five hundred tons net measurement, *i. e.*, exclusive of space required for machinery, etc., of at least seven and one-half knots average speed, be able to accommodate at least thirty first-class passengers, if the service be a fortnightly one, and a proportionately larger number if a monthly, with a space for the stowage of from forty to sixty tons of cargo, and be of sufficient draft of water when loaded as to enable her in ordinary weather to enter the harbor of Nassau for the purpose of landing and taking on board mails, passengers, and freight.

A form of tender and the conditions of contract may be seen at the Secretary's office at Nassau, and at the office of H. B. M.'s Consul at New York.

The proposed contract will commence in February next. By order of the Governor.

8 16ts16t] G. C. STRAHAN, Colonial Secretary.
Colonial Secretary's Office, 18th May, 1870.

DESIGNS AND PLANS FOR THE NEW CITY HALL OF SAN FRANCISCO, CALIFORNIA.

OFFICE BOARD OF CITY HALL COMMISSIONERS,
Southeast cor. Sacramento and Montgomery sts.
SAN FRANCISCO, Cal., June 22, 1870.

The Board of City Hall Commissioners hereby give notice that they will be prepared to receive, at their office, on or before the FIRST DAY OF NOVEMBER NEXT, designs and plans for the new City Hall of San Francisco.

The Commissioners, in order to obtain the very best design and plan, invite the fullest competition among Architects, and to this end have resolved to offer the following premiums:—

First—For the design and plan selected and adopted	$2500
Second—For the second best design and plan	2000
Third—For the third best design and plan	1500
Fourth—For the fourth best design and plan	1000
Fifth—For the fifth best design and plan	500

THE PREMIUMS PAYABLE IN CITY HALL WARRANTS (equivalent to Gold Coin).

As a guide to Architects in the preparation of the designs and plans, the Commissioners have prepared a pamphlet containing full instructions and suggestions, as well as the terms and conditions upon which the premiums will be awarded.

Pamphlets containing instructions to Architects can be had at WELLS, FARGO & CO.'S, No. 84 BROADWAY, New York.

Any design or plan in which the requirements of the board, as set forth in the printed instructions have not been reasonably complied with, will be rejected from the competition.

P. H. CANAVAN, Chairman,
JOS. G. EASTLAND.
8 15eod30t] CHAS. E. McLANE,
City Hall Commissioners, San Francisco, Ca

OFFICE OF CHIEF QUARTERMASTER, THIRD DIST., DEPARTMENT OF THE EAST.

PHILADELPHIA, Pa., Aug. 5, 1870.

SEALED PROPOSALS in triplicate will be received at this office up to 12 M., on TUESDAY, the sixth day of September, 1870, for setting "Osage Orange" plants around the following-named National Cemeteries, in the State of Virginia (for the purpose of enclosing the same with secure hedging), viz.:—

Richmond	National Cemetery	Richmond, Va.
Fredericksburg	" "	Fredericksburg, Va.
Culpepper	" "	Culpepper, Va.
Winchester	" "	Winchester, Va.
Staunton	" "	Staunton, Va.
Danville	" "	Danville, Va.
Poplar Grove	" "	Petersburg, Va.
City Point	" "	City Point, Va.
Seven Pines	" "	Seven Pines, Va.
Cold Harbor	" "	Cold Harbor, Va.
Glendale	" "	Glendale, Va.
Fort Harrison	" "	Fort Harrison, Va.
Hampton	" "	Hampton, Va.
Yorktown	" "	Yorktown, Va.

Each proposal must be accompanied by a sufficient guarantee that in the event of the acceptance of the proposal the bidder or bidders will enter into a contract for the planting of the hedging.

The Quartermaster's Department reserves the right to reject any and all bids.

Any additional information desired by parties wishing to bid will be furnished upon application to this office.

Bidders are required to bind themselves that if the plants do not thrive they will renew them for a period of *two* years, as they may happen to fail during that time.

HENRY C. HODGES,
Major and Quartermaster U. S. A., Chief Quartermaster Third Quartermaster's District, Department of the East. 8 5

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.

Office southeast corner of THIRD and WALNUT Streets, Philadelphia.

MARINE INSURANCES
On Vessels, Cargo and Freight to all parts of the world.
INLAND INSURANCES
On goods by river, canal, lake and land carriage all parts of the Union.
FIRE INSURANCES
Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY
November 1, 1869.

$200,000	United States Five Per Cent. Loan, ten-forties	$216,000·00
100,000	United States Six Per Cent. Loan (lawful money)	107,750·00
50,000	United States Six Per Cent. Loan, 1881	50,000·00
200,000	State of Pennsylvania Six Per Cent. Loan	213,950·00
200,000	City of Philadelphia Six Per Cent. Loan (exempt from tax)	200,925·00
100,000	State of New Jersey Six Per Cent. Loan	102,000·00
20,000	Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	450·00
25,000	Pennsylvania Railroad Second mortgage Six per Cent. Bonds	23,625·00
25,000	Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000·00
30,000	State of Tennessee Five Per Cent. Loan	15,000·00
7,000	State of Tennessee Six Per Cent. Loan	4,270·00
12,500	Pennsylvania Railroad Company, 250 shares stock	14,000·00
5,000	North Pennsylvania Railroad Company, 100 shares stock	3,900·00
10,000	Philadelphia and Southern Mail Steamship Company, 80 shares stock	7,500·00
246,900	Loans on Bond and Mortgage, first liens on City Properties	246,900·00
$1,231,400 Par.	Market value, $1,255,270·0 Cost, $1,215,622·27.	
	Real Estate	36,000·00
	Bills Receivable for Insurances made	323,700·75
	Balances due at Agencies:—Premiums on Marine Policies, Accrued Interest, and other debts due the Company	65,097·95
	Stock, Scrip, etc., of Sundry Corporations, $4706. Estimated value	2,740·20
	Cash in Bank $168,318·88	
	Cash in Drawer 972·26	169,291·14
		$1,852,100·04

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JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL Assistant Secretary. 11

INSURANCE COMPANY NORTH AMERICA.

JANUARY 1, 1870.
Incorporated 1794. Charter Perpetual.

CAPITAL	$500,000
ASSETS	$2,783,581
Losses paid since organization	$23,000,000
Receipts of Premiums, 1869	$1,991,837·45
Interest from Investments, '69.	114,696·74
	$2,106,534·19
Losses paid, 1869	$1,035,386·84

Statement of the Assets.

First Mortgages on City Property	$766,45
United States Government and other Loan Bonds	1,122,544
Railroad, Bank and Canal Stocks	55,708
Cash in Bank and Office	247,62
Loans on Collateral Security	32,558
Notes Receivable, mostly Marine Premiums	321,944
Accrued Interest	20,357
Premiums in course of transmission	85,198
Unsettled Marine Premiums	100,90
Real Estate, Office of Company Philadelphia	30,000
	$2,783,581

DIRECTORS.

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1829. CHARTER PERPETUAL. 1870.

Franklin Fire Insurance Company

OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St.

Assets Aug. 1, '70 $3,009,888·24

CAPITAL	$400,000·00
ACCRUED SURPLUS AND PREMIUMS	2,609,888·24

INCOME FOR 1870, $810,000. LOSSES PAID IN 1869, $144,908·42.

Losses paid since 1829 over $5,500,000.

Perpetual and Temporary Policies on Liberal Terms.

The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents, and Mortgages.

The "FRANKLIN" has no DISPUTED CLAIM.

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THE PENNSYLVANIA FIRE INSURANCE COMPANY.

Incorporated 1825—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

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Thomas Robins,
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J. Gillingham Fell,
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Franklin A. Comly.
DANIEL SMITH, JR., President.
WM. G. CROWELL, Secretary. 3 30

FAME INSURANCE COMPANY,

No. 809 CHESNUT Street.
INCORPORATED 1856. CHARTER PERPETUAL.
CAPITAL $200,000.
FIRE INSURANCE EXCLUSIVELY.
Insurance against Loss or Damage by Fire either Perpetual or Temporary Policies.

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CHARLES RICHARDSON, President.
WILLIAM H. RHAWN, Vice-President.
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AMUSEMENTS.

NEW ELEVENTH STREET OPERA HOUSE
Eleventh Street, above Chesnut.
THE FAMILY RESORT.
Established in 1862.
CARNCROSS & DIXEY'S
MINSTRELS,
The Great Star Troupe of the World.
GRAND OPENING NIGHT,
MONDAY, AUG. 22D.
Presenting the FINEST TROUPE OF ARTISTS in existence. J. L. CARNCROSS, Manager.
R. F. SIMPSON, Treasurer. 8 18 3t

INSURANCE.

Life Insurance for the People!

HOMESTEAD LIFE INSURANCE COMPANY

OF PENNSYLVANIA,

OFFICE:

No. 701 CHESNUT Street,

PHILADELPHIA.

To place Life Insurance within reach of all, has adopted a system of

MONTHLY PAYMENT OF PREMIUMS

Peculiarly adapted to the ability of ALL WORKING FOR SALARIES OR WAGES.

Special attention is called to this Company's

GRADUATING POLICY,

An original feature, designed to protect shareholders in Building Associations, and all others who have borrowed money or purchased property payable in instalments extending over a series of years, by CANCELLING any balance of indebtedness remaining UNPAID in case of DEATH.

THIS COMPANY ISSUES

All the ordinary forms of Life and Endowment Policies at low rates of Premium, on the Participating Plan, with but few restrictions as to occupation, and NONE AS TO TRAVEL OR RESIDENCE.

Pamphlets containing full information may be obtained at the Company's office.

WILLIAM M. SEYFERT, President.
LAURENCE MYERS, Vice-President.
R. W. DORPHLEY Secretary.
B. E. DAVIS, Superintendent of Agencies. [4 9 6m

Active and responsible men wanted as Agents.

ASBURY LIFE INSURANCE CO. NEW YORK.

LEMUEL BANGS, President.
GEORGE ELLIOTT, Vice-Pres't and Sec'y.
EMORY McCLINTOCK, Actuary.

PENNSYLVANIA STATE AGENCY,
JAMES M. LONGACRE, Manager.
H. C. WOOD, JR., M. D., Medical Examiner.
Office, 302 WALNUT St., Philadelphia.
REV. S. POWERS, Special Agent.
JAMES M. LONGACRE, General Agent,
5 23 mwfly No. 302 WALNUT Street, Philadelphia

FIRE ASSOCIATION.
INCORPORATED MARCH 17, 1820.
OFFICE,
No. 34 NORTH FIFTH STREET,
INSURE
BUILDINGS, HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY
From Loss by fire (in the City of Philadelphia only)
ASSETS, JANUARY 1, 1870, $1,572,734·

TRUSTEES.

William H. Hamilton,
John Carrow,
George I. Young,
Jos. R. Lyndall,
Levi P. Coats,
Samuel Sparhawk,

Charles P. Bower,
Jesse Lightfoot,
Robert Shoemaker,
Peter Armbruster,
M. H. Dickinson,
Peter Williamson,

Joseph E. Schell.
WM. H. HAMILTON, President.
SAMUEL SPARHAWK, Vice-President.
WILLIAM F. BUTLER, Secretary.

THE ENTERPRISE INSURANCE CO. OF PHILADELPHIA.
Office S. W. cor. FOURTH and WALNUT Streets.
FIRE INSURANCE EXCLUSIVELY.
PERPETUAL AND TERM POLICIES ISSUED.

CASH Capital (paid up in full)	$200,000·00
CASH Assets, July 1, 1870	550,732·90

DIRECTORS.

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IMPERIAL FIRE INSURANCE CO.,
LONDON.
ESTABLISHED 1803.
Paid-up Capital and Accumulated Funds,
$8,000,000 IN GOLD.
PREVOST & HERRING, Agents,
4 No. 107 S. THIRD Street, Philadelphia.
CHAS. M. PREVOST CHAS. P. HERRING

ROOFING.

PHILADELPHIA Painting and Roofing Co.

TIN ROOFS REPAIRED.

All leakages in Roofs warranted to be made perfectly tight.

SPENCER'S GUTTA-PERCHA PAINT

Will preserve Tin Roofs from Rusting and Leaking, and warranted to stand ten years without repainting.

This is the only Paint that will not crack or peel off. It is Elastic Paint; it expands and contracts with the tin, and leaves no cracks or seams open for water to get through.

IRON FENCES PAINTED WITH SPENCER'S PATENT IRON PAINT, made expressly for iron work, warranted not to crack or peel off; will retain its beautiful gloss for five years.

All work warranted.

All orders promptly attended to. Address

PHILADELPHIA PAINTING AND ROOFING COMPANY,
7 14 3m No. 53 N. SIXTH St., Philadelphia.

READY ROOFING.—This Roofing is adapted to all buildings. It can be applied to

STEEP OR FLAT ROOFS

at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.)

PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.

I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon; the best and cheapest in the market.

W. A. WELTON,
2 17 No. 711 N. NINTH St., above Coates.

PATENTS.

STATE RIGHTS FOR SALE.—STATE RIGHTS of a valuable Invention just patented, and for the SLICING, CUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS FOR SALE. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N. J.

1 27 MUNDY & HOFFMAN.

Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
No. 108 S. THIRD STREET,
PHILADELPHIA.

The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

FRIDAY, AUGUST 19, 1870.

THE WAR NEWS.

Even French authorities now admit that Marshal Bazaine has been fighting the late battles on the west bank of the Moselle for the purpose of securing a pathway to Chalons. It is no longer a question whether the flower of the French army can hold the line of the Moselle, for the point in dispute now is whether they can get away from it. Bazaine has consumed nearly a week in the effort to fall back towards Verdun, without having made material progress in that direction. Although he turns upon his pursuers, like a tiger at bay, and inflicts upon them terrible losses, new German corps arrive upon the scene of action to continue the protracted conflict, and to compel him to face indomitable invaders, instead of hurrying to the relief of the distracted capital in his rear.

At Paris, yesterday, public confidence was partially restored by a report that Bazaine's efforts to secure his retreat had undoubtedly been successful, but this report was based on the alleged situation at the front on the 16th inst., while later intelligence indicates that the fighting continued after that time, and that the fate of Bazaine's army is still undecided. If the Prussians can destroy it, or cut off its retreat, the great work of the whole campaign will be substantially finished, for no large body of regular troops will be left to oppose the triumphant march of the invaders to Paris.

Bazaine's retreat is absolutely essential to France, and he is making exertions commensurate with the importance of his task. The immense losses of the Prussians bear testimony to the valor of his troops; and even if the immediate result is disastrous, it cannot be doubted that the French soldiers, despite a thousand disadvantages, have been fighting as desperately as the bravest of their ancestors. Dispirited as they must be by the consciousness that their boldest attacks can at the best only secure their own retreat, they struggle on day after day with a courage worthy of the legions of the first Napoleon, and if their valiant efforts fail, it will only be because success is impossible.

If any confirmation of the importance of the Prussian successes were needed it would be fully supplied by the condition of affairs at the French capital. M. Ollivier, the Minister who began the war, has fled to Italy, where Prince Napoleon has followed him, and it is alleged that the Empress has gone to Belgium. Such desertions can only be explained by a consciousness on the part of the fugitives that "bad begins and worse remains behind." Besides, the Corps Legislatif is discussing propositions to concentrate in Paris all the food for miles around, and then lay waste the entire region in sight, so that the near approach of the enemy is officially treated as a highly probable contingency. General Trochu, lately entrusted with the organization of the camp at Chalons, now figures as Commander-in-Chief of all the forces at Paris, and in his proclamation urging a surrender of all partisan feelings and the adoption of "the demeanor of a great military nation *conducting its own destinies*," he plainly intimates the magnitude of the existing perils. He also paves the way for his own elevation to a commanding if not a supreme position by the tone of his address, and his declaration that he "belongs to no party save that of his country" indicates that he unites political sagacity with his acknowledged military skill. Some such man is needed now to fill the gap that will be created by the impending downfall of the Napoleonic dynasty, and if Trochu can pluck' the flower safety from the nettle danger, he will become the arbiter of the destinies of France.

Peace negotiations are talked of, but it is doubtful whether Napoleon will retain a semblance of power long enough to complete them. The nation which he plunged so recklessly into a dangerous war can scarcely fail to secure, as a compensation for its misfortunes, his voluntary or enforced abandonment of the throne, and the contest may be speedily closed by his downfall and the payment of the war expenses incurred by Prussia.

THE ENGLISH MISSION.

The New York *World*, always hard up for a cause of complaint against the President, adduces Mr. Frelinghuysen's supposed delay in making up his mind whether to accept the English mission or not as an evidence of the President's "singular aptitude for lowering the tone of the public service and cheapening its highest offices in general estimation." This is a fair sample of the style of criticism on the President in which the leading Democratic journals of the country have indulged ever since his inauguration, and that they can find nothing more serious to allege against him is a tolerably certain indication that he is managing the affairs of the nation in a reasonably satisfactory manner. The President could have found plenty of professional politicians who would have eagerly accepted the English mission if it had been offered to them; and leaving the question of Mr. Frelinghuysen's qualifications out of considdration altogether, the effort of the President to find a suitable person for the post outside of the ring of politicians who make their bread and butter by holding office certainly has a tendency to raise the tone of the public service, and a man like Mr. Frelinghuysen, who can afford to decline such an office, would be more likely to do the nation credit at the English court than one who would display an eagerness to get it. The *World* also indulges in a fling at Mr. Frelinghuysen, and says that "his coquetting with an office of so much dignity and so much above his reasonable expectations has an air of feebleness and vacillation which will not raise him in public estimation. Had he promptly declined, the country would have recognized his modesty and good sense." This morning Mr. Frelinghuysen's letter declining the mission is published, and is found to be dated July 27, or only five days after receiving the official notification of his appointment, and this delay was only that he might give the subject the respectful consideration that it deserved, as his mind was made up beforehand, and he had informed the President that he could not accept. Mr. Frelinghuysen does not state his reasons for declining this office, beyond the fact that his domestic relations and duties will not permit him to take it; but, whatever his reasons were, they concern nobody but himself, and it would be impertinent to inquire into them. That the fact of his declining the mission was not made public before was due to the desire of the President, for good and sufficient reasons of his own, to keep it a secret for the present. He probably feared that Sumner and Wilson would be after him to give the appointment to one of their personal friends who would not cheapen the office by hesitating about its acceptance; and although the present unsettled condition of the English mission is unsatisfactory, the blame is due rather to the demoralization of the civil service, which dates from the time when the Democratic President Jackson made "rotation in office" the practice of the Government, rather than to President Grant, who has earnestly if not altogether effectually attempted to bring about a reform. If the fact of Mr. Frelinghuysen having declined had been announced the President would have been pestered all summer by politicians and their friends to give the English mission as a reward for party services, whereas he has now been able to look about him for a man of his own choice; and although he is as likely to make a mistake as any one, the chances are more in favor of the proper person being sent out as the successor of Mr. Motley than if the public had been taken into the confidence of the administration.

THE MIDNIGHT MISSION.

The most difficult problem that Christian philanthropy has to deal with is what is euphuistically termed the "social evil." It is almost impossible for the laws to take cognizance of it or to adopt any measure for bringing it under supervision without legalizing an iniquity that saps the very foundation of society. It is difficult to even discuss the subject publicly in such a manner as is necessary for a proper understanding of it or for the adoption of efficient measures of reform, and pure men and women have an instinctive aversion to being brought in contact with it in any way. Another complication is in the aversion shown by society to woman who have fallen from virtue, so that, even if disposed to reform, they find themselves baffled and thrown back upon their old mode of life almost at the first attempt to rise out of the depths of sin and infamy; and the very small results that will be achieved by large expenditures of money and by much patient labor is a discouragement to many who prefer to give their time and money to objects of a more promising character. Notwithstanding the enormous difficulties that environ this subject, and the manifold discouragements that must attend any efforts to restrain a gigantic evil, it is the manifest duty of good men and women to assail it resolutely, boldly, and perseveringly, but with all the delicacy that the peculiarities of the case demand, and it is with a view of exciting the interest of the respectable people of Philadelphia to the efforts of a few self-sacrificing ladies and gentlemen for the reformation of the fallen women in our midst that we call attention to the Midnight Mission, which has been in operation somewhat over two years, at a house on Locust street, above Ninth. The mission has the following objects in view:—

> "1. To preach the Gospel to a class numbering several thousand in our city, a class never found in our churches, unreached by other missionary services.
>
> "2. To open a Home in the midst of the haunts of sin, a Christian Home, ever standing ready to welcome the lost—ever saying by its presence, 'Return.'
>
> "3. To make that Home, with its quiet, gentle, cheerful influences, not an asylum where numbers should congregate and stay, but where a few at a time might be shielded from temptation for awhile, strengthened, tested, and after due probation, placed out in Christian families in places where their past was not known against them, and where, respected by others, they might begin to respect themselves, and thus have a new start in life."

What has been accomplished by this mission since its inception is little, very little indeed, in comparison with the magnitude of its field of labor, but still enough has been done to encourage perseverance and to secure for the mission the cordial co-operation of our citizens without distinction of sect or religious belief. During the year 1869 one hundred meetings were held, the average attendance at which was eight. The number of women admitted to the Home was 70, and the average number of inmates was 12. Of these 22 left to return to their former mode of life, 4 were restored to their parents, 30 were placed out, and 17 inmates of the Home. Since the mission was organized 200 meetings were held at which the average attendance was 10 and the aggregate attendance over 1000; the average number in the House was 12 and the aggregate number 200. Of these 75 were placed out in families, 25 restored to parents and 100 returned to their old life. The practical results, therefore, of the two years work of the mission were 100 women restored to the path of virtue, while upwards of 1000 have been brought under influences that may produce beneficial results in the future.

The work undertaken by the midnight mission is distinct from that of the Magdalen and Rosine Associations and the House of the Good Shepherd and its nature can best be explained by the following summary of operations during the year from the second annual report:—

> "Meetings have been held on Thursday evenings at 11 o'clock also, on Sunday evenings. The attendance has not been as large as during the first year. This is easily accounted for. The novelty has worn off, the hostility of those whose interests have been crossed by our effort has been exerted in many ways to deter the girls from attending. At one time scarcely any girls were to be met upon the streets on Thursday evening. We changed our night of meeting and thus foiled this strategy. The superstitious feelings of the girls have been played upon; so that many times our cards of invitation are refused because they bring 'bad luck.' Then, too, our hands have been tied by the want of helpers. In all this great city not enough gentlemen have come forward to give to this effort at undoing the ruin man has wrought, any fair chance of success. However each week the Gospel has been preached to some of the lost, and it is a satisfaction to find that those seeking our Home this year have come purely of their own accord during the day time; doubtless, often led by the influences exerted in the meetings, but still coming under no persuasions of the moment. The Home has been well filled nearly all the time. Under the efficient matronship of Mrs. Phœbe Brooks, the domestic economy has been most satisfactory, and a marked improvement is manifest in the order and spirit of the household. The occupations of each day are well systematized. The sewing room has begun to make some return to the girls and to the Home. The work of the household has been done by the girls, thus saving considerable expense and giving practical training in domestic duties. Almost each day some one of the lady managers visits the Home to read to the girls or assist in their instruction. The General Superintendent has also visted it each day, conducting family prayers. A Bible class has been held each Sunday morning; a prayer meeting on Tuesdays and Saturdays, and occasionally sermons by clergymen of different denominations have been preached to the family. During a good part of the year the services of an assistant matron were employed, in order that a qualified directress might always be with the girls in their sewing hours, to train them to the skilful use of the needle and the machine. At times there have been evidences of religious interest, and we trust not without some permanent effects."

With regard to the amount of work accomplished, the report states that "the percentage of genuine reformation will bear favorable comparison with that of any difficult reforming work," and even if less had been accomplished than the above figures show, this mission would still be entitled to the cordial support of the public. The Midnight Mission must be supported by the public if it is to continue. At the end of 1869 it was $500 in debt, and the lowest estimate for the necessities of the present year was $2500. This is a very small amount for a great city like this to raise for the support of such an object. Last year New York gave upwards of $10,000 to the Midnight Mission, besides sustaining one or two similar institutions and several Magdelen Asylums, and there certainly ought to be no difficulty in furnishing the mission in this city with all the funds it may require. We have called the attention of our readers to the claim of the Midnight Mission, with the hope that liberal pecuniary and other aid will be extended to it. It should be remembered that it is conducted entirely upon an unsectarian basis, so that its appeals are made to all whose hearts may be moved to aid in restraining the spread of vice and in encouraging those who have gone astray to turn from the ways of sin and lead decent and respectable lives. The Secretary and Treasurer of the Midnight Mission is Samuel S. Corey, Esq., No. 332 South Seventeenth street, to whom all contributions may be sent.

RELIGIOUS NOTICES.

☞ THE WEEKLY PRAYER MEETING OF TRINITY M. E. CHURCH will be held at No. 1018 ARCH Street on each FRIDAY EVENING until the church is reopened. 1t*

POLITICAL.

☞ FOR SHERIFF,

WILLIAM R. LEEDS,

TENTH WARD. [7 11 tf

☞ FOR REGISTER OF WILLS,
1870,

WILLIAM M. BUNN,

SIXTEENTH WARD.

Late Private Company F, 72d P. V. [7 11 tf

SPECIAL NOTICES.

For Additional Special Notices see the Inside Pages.

☞ STEINWAY & SONS' GRAND SQUARE AND UPRIGHT PIANOS.

CHARLES BLASIUS,
SOLE AGENT FOR THE SALE OF THE
WORLD-RENOWNED PIANOS,
AT THE OLD WAREROOMS,
[4 15tf4p
No. 1006 CHESNUT STREET.

☞ OFFICE OF THE DALZELL PETROLEUM COMPANY, No. 218½ WALNUT Street—Room 17.

PHILADELPHIA, Aug. 9, 1870.

The Directors have this day declared a dividend of FIVE PER CENT. (being ten cents per share) on the capital stock of the Company, clear of State taxes, payable on and after the 25th inst.

The transfer books will be closed from August 18th to 26th. M. B. KELLY, Treasurer

8 10 14t*

☞ SUPERINTENDENT'S OFFICE, WEST JERSEY RAILROADS, CAMDEN, N. J.

NOTICE.—The West Jersey Railroad Company will run their last local Excursion for this year to Cape May on FRIDAY, Aug. 19, 1870.

Last Boat leaves Market Street Wharf at 6 A. M.
Excursion Fare, $2.
Tickets for sale at No. 828 Chesnut street and Market Street Wharf. W. J. SEWELL, Superintendent.

8 18 2t

☞ HARPER'S HAIR DYE.—THE ONLY harmless and reliable Dye known. This splendid Hair Dye is perfect. Changes red, rusty, or grey hair, whiskers, or moustache instantly to a glossy black or natural brown, without injuring the hair or staining the skin, leaving the hair soft and beautiful. Only 50 cents for a large box. CALLENDER, THIRD and WALNUT; JOHNSON, HOLLOWAY & COWDEN, No. 602 ARCH Street; TRENWITH, No. 614 CHESNUT Street; YARNELL, FIFTEENTH and MARKET Streets; BROWN, FIFTH and CHESNUT Streets, and all Druggists. 5 31 tf 4p

☞ QUEEN FIRE INSURANCE COMPANY, LONDON AND LIVERPOOL.
CAPITAL, £2,000,000.
SABINE, ALLEN & DULLES, Agents,
2I FIFTH and WALNUT Streets.

☞ WARDALE G. McALLISTER,
Attorney and Counsellor at Law,
No. 303 BROADWAY,
New York.

☞ JAMES M. SCOVEL,
LAWYER,
No. 113 PLUM STREET, CAMDEN, N. J.
Collections made anywhere inside of New Jersey. 8 16 30t

SPECIAL NOTICES.

JOHN WANAMAKER,
Nos. 818 and 820
CHESNUT STREET.

Boys,
Youths,
Gentlemen,
Coolly
Clad.

CLOTHING.

DOWN!
DOWN!
DOWN!
IT GOES!

The Balance of our stock must GO
We're selling off so monstrous LOW
The price of every garment's DOWN
Cheaper than anywhere else in TOWN

Nobody can beat us
This summer
On the prices
of every variety
of FINE SUMMER SUITS.

If you want them really

Cheap! Cheap! Cheap! Cheap!

The place to come for them is the

GREAT BROWN HALL
OF
ROCKHILL & WILSON
603 and 605 CHESNUT STREET.

CHARLES STOKES & CO.,
No. 82 CHESNUT Street,
CLOTHIER.
LARGE AND CHOICE STOCK OF GOODS FOR CUSTOMER WORK.
ALSO, [6 27tf
FINE READY-MADE CLOTHING.

NEW PUBLICATIONS.

A LIVE PAPER.

HARPER'S WEEKLY
FOR THIS WEEK
contains

VIEW OF STRASBOURG.
FORTIFICATIONS AT METZ
MAP OF SEAT OF WAR.

PORTRAITS OF
ADMIRAL FARRAGUT,
GENERAL STEINMETZ,
" TROCHU,
" DOUAY,
COUNT PALIKAO,
LOUIS OF BAVARIA,
COUNT BENEDETTI.

FULL-PAGE PICTURE OF THE YACHT RACE.
FULL-PAGE WAR CARTOON BY THOS. NAST.
TWO SPIRITED AND TIMELY COMICS.
"EDWIN DROOD." BY CHARLES DICKENS. ILLUSTRATED.

HARPER'S WEEKLY
Is also distinguished for its
Editorials,
Stories,
News,
And general information, and is without question the
Best Illustrated Paper
In the world.

PRICE, TEN CENTS A COPY;
FOUR DOLLARS A YEAR.

☞ THE PRESENT WAR WILL BE VERY THOROUGHLY ILLUSTRATED IN HARPER'S WEEKLY BY THE BEST ARTISTS. 1t

FURNITURE.

PURCHASERS OF
COTTAGE CHAMBER SUITS
And the various styles of
BEDSTEADS,
BUREAUS,
WASHSTANDS,
WARDROBES, ETC.,

Finished in imitation of Walnut, Maple, or other "hard woods," and now generally known as "Imitation" or "Painted" Furniture, are hereby informed that every article of our manufacture is

STAMPED WITH OUR INITIALS AND TRADE MARK,

And those who wish to obtain goods of our make (there being, at the present time, numerous imitations in the market), should invariably ask the dealer of whom they are purchasing to exhibit our stamp on the goods, and take no other, no matter wha representations may be made concerning them.

KILBURN & GATES,
Wholesale Manufacturers of Cottage Furniture,
No. 619 MARKET STREET,
7 2 smw6mrp PHILADELPHIA, PA.

The Perfection of the Art of Refining Whiskies.

P. HEVNER, Sole Proprietor, for the State of Pennsylvania, of the

CELEBRATED "P. P." WHISKIES,

Nos. 246 S. FRONT and 117 DOCK St., Phila.

It has been clearly demonstrated that all Liquors distilled by the ordinary methods contain a very large percentage of impurities; the degree of heat that must necessarily be employed, decomposing, disengaging and vaporizing all the baneful elements and noxious gases contained in the mash, which when condensed form the deleterious fusel oil so detrimental to life and health; but, when indulged in to excess, the result is *Brain Fever, Delirium Tremens, Apoplexy, Insanity, etc.* Consequently Liquors, as ordinarily distilled, are apt, even when only used sparingly as a stimulant, to create *Nausea, Sick Headache, Inflammation*, and *Kidney Diseases*.

The "P. P." Whiskies, on the contrary, "stimulate and cheer" without unduly exciting the brain or injuring the coats of the stomach. They are distilled from the choicest product of the Cereals in *vaccuo*, the pressure of the atmosphere being reduced from 15 lbs. to 2 lbs. to the square inch; consequently a temperature of only about 90 degrees of heat is required in the operation. The process is entirely mechanical, no ACIDS, CHARCOAL, ESSENCES, EXTRACTS, DRUGS OR CHEMICALS OF ANY DESCRIPTION BEING USED—hence the "P. P." Whiskies are not only delicate in flavor, but pure, wholesome, and innocuous as a beverage, retaining in simple purity the flavor of the cereals from which they were distilled.

The "P. P." Whiskies have been tested by some of the most eminent of the Medical Faculty, by Analytical Chemists, and by the best judges of Liquors in the United States, and pronounced *perfectly pure and wholesome*, and especially desirable for Family use and *Medical purposes*.

Members of the medical faculty, the trade, and the public generally are cordially invited to call and inspect the machinery and process, and examine the liquors and the impurities extracted, at the Refinery and Warerooms, Nos. 246 South FRONT and 117 DOCK Street.

This is the only process in operation in the State of Pennsylvania for refining whiskies in "*vaccuo.*" 7 30 stuth4ptf P. HEVNER.

EXCURSIONS.

MUNDY'S
Thirteenth Annual Moonlight Excursion
TO ATLANTIC CITY,
ON SATURDAY EVENING, August 20, 1870.

Last boat leaves VINE STREET FERRY at 8 o'clock P. M.
Tickets, $1 50, round trip.
For sale at Trenwith's Bazaar, No. 614 Chesnut street; Wm. Mann's, No. 105 South Fifth street, and Vine Street Ferry. 8 18 3t

MITCHELL EXCURSION
GOES AUGUST 23, 1870.
Stops Two Days at International Hotel, Niagara Falls.

Fare, $13 round trip; $3·00 per day at Hotel.

Get your tickets by Saturday from

W. F. Smith, No. 112 South Fourth street.
R. M. Foust, No. 112 South Fourth street.
H. S. Roner, No. 37 South Front street.
William Hopkin, Germantown.
E. M. Firth, Germantown.
N. Van Horn, No. 811 Chesnut street. [8 18 3t*

FOR CAPE MAY.

On and after THURSDAY, June 30, the steamer ARROWSMITH will leave ARCH STREET WHARF for CAPE MAY on TUESDAYS, THURSDAYS, and SATURDAYS at 9 A. M.

Returning, will leave CAPE MAY on MONDAYS, WEDNESDAYS and FRIDAYS at 8 A. M., stopping each way at Chester and New Castle.

Fare, $2·25, including carriage hire.
Servants, $1·50, " " "
Children, $1·25, " " "
Horses, carriages, and freight, taken at reasonable rates.

The ARROWSMITH is a fine, commodious steamer, and is fitted with every requisite for the safety and comfort of passengers.

GEO. H. HUDDELL,
C. TAGGART,
6 29 10tmwftf No. 52 N. DELAWARE Avenue.

GRAND VISITATION OF THE KNIGHTS TEMPLAR
(in full uniform)
TO ATLANTIC CITY,
ON
FRIDAY, August 26, 1870,
remaining until
MONDAY AFTERNOON, 29th.

The various Commanderies of Knights Templar have made arragements for a repetition of their visit to Atlantic City this season, leaving VINE Street Ferry at 3·30 P. M.,

ON FRIDAY, August 26.

PROGRAMME WHILE AT ATLANTIC CITY.

FRIDAY EVENING.

Complimentary Hops will be given at each of the hotels by the proprietors.

SATURDAY.

At 9 A. M. will report at headquarters, in full dress, for parade on the beach.

At 8 P. M. the "Grand Knight Templar's Reception" will be given at headquarters, under the auspices of Cyrene Commandery, preceded by a display of fireworks illustrating Masonic emblems.

SUNDAY.

Rev. Sir WM. H. JEFFERYS, E. G. P. of New Jersey, and Rev. Sir ROBERT PATTISON, D. D., P. E. G. P. of Pennsylvania, will lead in devotion, in the Methodist Church.

MONDAY.

At 9 A. M. will report at headquarters, in full dress, for the Grand Review before the Grand Officers.

Sir WM. WALLACE GOODWIN, P. E. C. Cyrene Commandery and E. G. G. of New Jersey, will have general command.

General Headquarters will be at the Sea-View Excursion House.

See time table for running of trains, etc. 8 16

FINANCIAL.

DREXEL & CO.,
No. 34 SOUTH THIRD STREET.
American and Foreign BANKERS,

ISSUE DRAFTS AND CIRCULAR LETTERS OF CREDIT available on presentation in any part of Europe.

Travellers can make all their financial arrangements through us, and we will collect their interest and dividends without charge.

DREXEL, WINTHROP & Co., New York.
DREXEL, HARJES & Co., Paris. [3

COPARTNERSHIPS.

THE FIRM OF CORNELIUS & BAKER HAVING been dissolved, the undersigned have formed a copartnership under the name of BAKER, ARNOLD & CO., for the manufacture and sale of Gas Fixtures.

Manufactory S. W. corner TWELFTH and BROWN Streets. Salesrooms at the old stand, No. 710 CHESNUT Street.

WILLIAM C. BAKER,
CRAWFORD ARNOLD,
ROBERT C. BAKER.
Philadelphia July 1, 1870. 8 15 6t

FOR SALE.

FOR SALE OR TO LET,

THE STORE PROPERTY
No. 722 CHESNUT STREET,

Twenty-five feet front, one hundred and forty-five feet deep to Bennett street. Back buildings five stories high.

Apply on the premises between 10 and 12 A. M.

THOMAS S. FLETCHER,
12 10 tf DELANCO, N. J.

ASSIGNEES' SALE OF COUNTRY SEAT, MILLS, AND FARMS.

No. 1. A large Merchant Mill, with seven run of burrs, 150 horse-power; 70 acres of land, six Tenant Houses, and all other fixtures complete. Price, $35,000.

No. 2. A Grist and Saw-mill, 125 horse-power; 22 acres land, suitable for cotton, woollen, or paper manufacture; Dwelling House, and all the usual outbuildings. $12,000.

No. 3. A Farm of 275 acres, with beautiful Country Seat, Farm House three Tenant Houses, Barn, Milking Shed, Carriage-house, Henery, Ice-house, Grapery, and Gas-house, and all other fixtures suitable for a country residence and grazing or dairy farm. There is on this tract a Grist and Saw-mill, with a fall of 35 feet. Price, $200 per acre.

These properties adjoin, and are situated on the bank of the Brandywine at Chadd's Ford, on the Philadelphia and Baltimore Central Railroad, about 25 miles from Philadelphia. This is classic ground, being the site of the Brandywine battle in 1777.

No. 3 is the handsomest Country Seat to be found in the beautiful section of country where it is located.

For particulars address

WALTER HIBBARD,
West Chester,
6 3 f12t* Chester county, Pa.

TO RENT.

TO RENT—THE STORE NO. 722 CHESNUT Street. Apply on the premises between 10 and 12 o'clock A. M. 8 17 tf

RARE CHANCE TO GET INTO BUSINESS. —HOUSES and LOTS wanted in exchange for Merchandise at wholesale prices.

Address immediately, FINLEY,
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TO RENT—THREE-STORY DWELLING, with back buildings, situated in CONGRESS Street, No. 131, between Front and Second, with all the modern improvements.

Apply to AARON HURLEY,
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REAL ESTATE WANTED.

WANTED TO PURCHASE, A HOUSE OF moderate size, with modern conveniences, situated between Twelfth and Twenty-third streets and Spruce and Chesnut. Possession on or before, at sellers' convenience, Nov. 1. Might buy furniture if reasonable. Address, stating location and price, "House," Box 1624 Post Office. 8 12 fmw3t*

HOTELS.

STOCKTON HOUSE,
Cape May, N. J.,
WILL REMAIN OPEN UNTIL SEPTEMBER 15.

TERMS.—To September 1, $4·50 per day; $28 per week. From September 1, $3 50 per day; $21 per week.

CHARLES DUFFY,
PROPRIETOR,
Formerly of the Continental Hotel,
8 15 6t Philadelphia.

ATLANTIC HOUSE.
Newport, Rhode Island.
BOARD REDUCED.

This Hotel will be opened MAY 30, at $3·50 per day for transient boarders.

Families may make special arrangements by the week or season.

WM. W. HAZARD,
4 11 mf4p PROPRIETOR.

OCEAN HOUSE,
CAPE MAY, N. J.

Good accommodations can be had at this FIRST-CLASS HOTEL. Address

8 17 10trp* LYCETT & SAWYER, Proprietors.

COLONNADE HOTEL,
FIFTEENTH AND CHESNUT STS.,
ENTIRELY NEW AND HANDSOMELY FURNISHED, is now ready for permanent or transient guests.

WANTS.

OIL CANVASSER WANTED.—ONE WHO IS well acquainted with the city trade. Good inducements offered. Address, with references, Box No. 1798. 8 17 3t *rp

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting DRESS HATS (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office. rp4

NEW-YORKISMS.

From Our Own Correspondent.

NEW YORK, Aug. 18, 1870.

Illuminated Advertising.

On Wednesday evening an exhibition was given of a new mode of advertising. The machinery of this mode has been put up, at a cost of ten thousand dollars, on that peninsular corner of Broadway which equally projects into Broadway, Fifth avenue, and Twenty-third street. The situation is just the one for the purpose that is to be advanced. If not one of the most public points, it is one whose publicity is of most avail, for the hurry and bustle which render impossible a moment's loitering on Broadway, between Fourteenth street and the Battery, are most characteristic of this neighborhood, which lies equidistant between Madison Park and the Fifth Avenue Hotel, and enjoys a very advantageous background. The ground-plan of the building upon this peninsular corner forms an acute-angled triangle, the base of which is a line that runs through from Fifth avenue to Broadway. The building is in reality only two stories high. To all appearances, however, there is a third story, which consists of large panels of vari-colored glass. Upon these panels advertisements are so painted as to be very plainly seen by day. They have a bizarre and not unpleasing effect. At night, however, they show to much better advantage. The improved gas-burner which inhabits this third story is then lit, and casts a circle of bright light over the nearer portions of Broadway, Fifth avenue, and Twenty-third street, and shoots many a stray beam down distant blocks. The radiance is almost as strong as bleached sunlight, with the gold taken quite out. Under its influence the advertisements on the panels stand forth as dazzlingly as the handwriting on Belshazzar's wall. This advertising medium is as yet a novelty, and nightly attracts a crowd of observers, who admire it as a mild species of pyrotechny. It is owned by a company which occupies the building. Sometimes something is the matter with the burner, and in that case it "plays hob" with the advertisements, emblazoning them, one moment, in characters of living fire, and, the next, engulfing them in a horror of darkness. But I fancy these little drawbacks will not long continue to exist, but that the longer the machinery is in operation the smoother it will work.

Artificial Ice.

The U. S. Ice and Refrigerating Company has set up an ice-making machine at the Morgan Iron Works, at the foot of Ninth street, East river. The Knickerbocker and Washington Ice Companies have, between them, laid the last straw upon the back of the public camel, and the U. S. I. and R. C. propose to lift the straw off by furnishing ice at $1·50 per ton—the price which is now asked for it by the pound. It is calculated that, by the best of these machines, ice can be made, in this or any other country, at the cost of fuel and labor. A twenty-five-horse-power engine is guaranteed to produce thirteen tons of ice every twenty-four hours, or eleven hundred pounds per hour. The apparatus has been set up on the wharf under a shed which belongs to the iron-works mentioned, and is driven by horse-power. The entire process consists in bringing water in contact with vaporized ether, and in then condensing the ether again for another application. One of the two pipes connected with the apparatus is cold enough to freeze the hand, and the other one is hot enough to fry it. The cold one is called the expand-pipe and the hot one the force-pipe. The coldness of the expand pipe is caused by the vaporization of the ether, and the warmth of the force-pipe by the heat which is carried off from the water. The freezers are cast-iron boxes, with four hollow partitions running through them, and, while the machine is at work, these are kept full of ether. It is said that an Irishman, one of the laborers employed to work the machine, quickly edged off upon seeing the laws of nature apparently suspended and thick coats of ice forming on the sides of each partition. He evidently regarded the whole thing as an invention of the Evil One, and not to be worked upon for any consideration that money could present. Paddy's piety came out particularly strong upon that occasion, and he set a very wholesome and savory example to many a Protestant hypocrite who is not so conscientious as to the means of earning money. You might as well have asked him to eat his dinner with lightning because the lightning was "forked," as have expected him to take a gulp of water cooled by the melting of *that* ice. No indeed! "Divil a bit" would he have to do with it.

The Managers and the Ticket-Sellers.

Last season Mr. Augustin Daly created, with respect to ticket-selling, a rule which this season been followed by two of the principal theatres in New York—Booth's and Niblo's. The rule is that tickets purchased of sidewalk speculators will be refused at the door. Of course this rule, in its first workings, caused a great deal of bad blood in the sidewalk speculators, and did not prevent many purchases being unwittingly made from them by theatre-goers. The managers stationed at the door men whose business it was to spot parties purchasing tickets on the sidewalk, and to identify the parties when they came to present such tickets to the doorkeeper. Of course the tickets were then refused, and the parties had no choice but that of losing the evening's entertainment or of applying to the box office and purchasing other seats. In some cases the disappointed purchasers would be exceedingly angry upon finding that tickets for which they had paid twice the legitimate, box-office price were absolutely worthless. Sometimes they sought the treasurer or manager, and had a long and loud personal explanation which did not succeed in smoothing the ruffled emotions of either party. Sometimes they hunted up the speculator, indulged in "tall talk," and threatened to call the police. Occasionally the speculators and the spy sent to spot parties purchasing from them came into collision with each other, and broken heads and bloody noses were imminent. But, whichever side had the best of the argument, it is certain that this sidewalk speculation was and is a great nuisance. The speculators form a posse quite large enough to overwhelm and sweep away the extremely small police force which is detailed to preserve order before the entrances to and throughout the lobbies of theatres. They thrust their tickets in the faces of ladies and gentlemen entering the theatre, and almost literally drag you into bargains with them. This season they very evidently regard the action of the managers as an invasion of their "rights," and talk seriously of having the dispute settled by law. In front of the theatre known as Niblo's Garden a transparency is every night displayed, bearing the announcement that tickets purchased of the sidewalk speculators will be refused at the door. Nevertheless, you find the speculators there in as large force as ever. Every ticket issued by the management bears the same announcement; and yet tickets are purchased from the sidewalk speculators, and the same scenes of rejecting tickets so purchased and of refusal to admit the bearers of them are nightly enacted at the iron railing through the gate in which, only, admittance may be had into the auditorium. On Wednesday night there was a prospect that a free fight would result. At Booth's Theatre the management has not taken such pains to make public its intentions as to the rejection of tickets bought on the sidewalk. The speculators who beset both theatres, however, have apparently made up their minds to have the question decided as soon as possible by law. ALI BABA.

OBITUARY.

General Hitchcock.

Ethan Allen Hitchcock, Major-General of Volunteers, aged seventy-two years, died on the fifth of the present month at Hancock, Georgia.

This gentleman is a descendent of the illustrious Colonel whose name he bears. Ethan Allen was his grandfather by his mother's side. During the term of office of President Washington, the father of General Hitchcock held a circuit judgeship. His son the General graduated at West Point in the class of 1817, and became an officer of the Academy in 1824, which connection he continued for about nine years. He had charge of the Northwest Indian Department for a term of years, beginning in 1837. He also did active service in the Florida and Mexican wars, and in the latter was a member of General Scott's staff. At one time he was in command of the Pacific division, and resigned his commission in 1854. On the opening of the rebellion he became a Major-General of volunteers, but did not take any very active part in the conflict. He was, however, much on duty at Washington, and was a military adviser as well as a strong personal friend of President Lincoln. During part of the war he acted as commissioner for exchanging prisoners. It is said that the immediate cause of his resigning his commission in 1854 was on account of a difficulty between General Scott and Jefferson Davis, the then Secretary of War. After his resignation he devoted himself to literary pursuits and philosophical researches. Among the works which he published were "Remarks upon Alchemy and the Alchemists," 1857, "Swedenborg an Hermetic Philosopher," 1858, and "Christ the Spirit," two volumes, 1859. Besides these there are other works from his pen which attracted considerable notice at the time.

Joseph Hoxie.

Mr. Joseph Hoxie, a well-known citizen and conspicuous politician of New York city and vicinity, died at Westerly, R. I., yesterday morning, to which place he had gone in a vain hope of bettering his failing health. Mr. Hoxie was one of the fast-disappearing stock of real old line politicians. He was the personal friend of Henry Clay and Daniel Webster when such as they managed the affairs of the nation.

He was born in Charlestown, R. I., in 1795, in very poor circumstances. He came to New York in 1801 to do for himself, and to obtain, if possible, an education. After several years of struggle he opened a school in Walker street, where many of the now old merchants of New York were his pupils. This employment he would have continued if his health would have permitted. He afterwards successively engaged in the importing and clothing businesses, from which he was driven by the financial reverses of 1837. He next held position as county clerk, being before an alderman. He engaged in the Harrison canvass with great ardor, and became much noted for his speeches and his "Tippecanoe songs." He also took an active part in the Clay canvass, but his political services in either case never resulted in any solid advantage to himself. Mr. Hoxie ran for Congress in 1852, but was defeated by Mr. Tweed. Since then he has organized and become president of a fire insurance company, also president of a life insurance company, and collector of internal revenue. He married when twenty-two years of age, and his family now consists of two sons and seven daughters. At the time of his death he was a resident of Brooklyn, where he has resided for about two years past. He was connected with the church of which the Rev. T. D. Cuyler is pastor.

CITY ITEMS.

ENTIRE LINEN SUITS FOR FIVE DOLLARS.
ENTIRE LINEN SUITS FOR FIVE DOLLARS.
ENTIRE LINEN SUITS FOR FIVE DOLLARS.
All kinds of Summer Clothing better in Cut, Make, and Fit than any other Stock of Ready-made Clothing in Philadelphia, and sold at prices
GUARANTEED LOWER THAN ANY OTHER.
Hal way between Fifth and Sixth streets. { BENNETT & CO., TOWER HALL, 518 MARKET STREET.

LABOR.—Labor is capital. Bestow good health upon a man, so that he can labor every six out of seven days, and no matter how poor he may have been at the commencement of life's great race, he will be certain to accumulate a fortune, provided he takes care of his earnings. PLANTATION BITTERS is certain to make the weak ones strong, and to preserve the health of the healthy. From four to six hours is considered the ordinary limit for brain work. At the expiration of this time the phosphorus is carried off, and the man becomes irritable and nervous. If he is poor, and continues on at his task, as most of poor doctors, lawyers, and editors do, he will be certain to shorten his days and fill an untimely grave, as did Sir Walter Scott, unless he uses Plantation Bitters, which speedily restores his vital energy, repairs his indigestion, and corrects the sluggish circulation of his blood.

A LUXURY OF THE PERIOD.—Regarded from the economic standpoint, SEA MOSS FARINE appears to overshadow every other vegetable nutrient. It contains—as we are informed on good scientific authority—nearly ninety per cent. of nourishing, fattening gelatine; and of all gelatine substances used in cooking it is said to be the cheapest by over fifty per cent., as well as the most digestible. We give these statements, which are authenticated by the signatures of men of eminent reputation, as vouchers for the opinions we have ventured to express on the economic importance of the new article of diet. As to its deliciousness, the "proof of the pudding is in eating it;" and we feel confident that no man or woman who has once eaten of a blanc mange, pudding, custard, cream, Charlotte Russe, or any other delicacy prepared with this marine Godsend, will deny its claim to rank among the table luxuries of the period.

ANOTHER MYSTERY SOLVED.—Chemists being unable to discover the ingredients in fragrant SOZODONT, which removes all stains from the teeth and imparts such a peculiar rosiness to the gums, the public are hereby informed that it is a preparation from the Bark of the QUILLAYA SAPONARIA or Soap Tree of Chili, imported for the first time into this country for this special purpose. Such is the purifying and innocuous effect of this rare botanical agent, that it removes discolorations from the most fragile textile fabrics, without injuring a single thread.

MR. WILLIAM W. CASSIDY, the jeweller at No. 8 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

THE NEW SHADOW PHOTOGRAPHS and German Chromo Heads, made by A. K. P. TRASK, No. 40 N. Eighth street. They must be seen to be admired.

SAVE and mend the pieces, use "SPALDING'S GLUE."

MARRIED.

LOUGHERY—EGGLESTON.—On the 15th instant, by the Rev. George A. Peltz, Mr. ROBERT G. LOUGHERY to Miss ANNA F., youngest daughter of George B. Eggleston, all of this city.

PHILLIPS—JOHNSON.—Ay Rev. R. H. Allen, on the 30th day of January, 1869, Mr. GEORGE J. PHILLIPS, of Philadelphia, and Mrs. HARRIE W. JOHNSON, of Cape May City, N. J.

DIED.

HAY.—On the 17th instant, WILLIAM HAY, in the 68th year of his age.

His male friends are respectfully invited to attend the funeral, from his late residence, No. 306 S. Eleventh street, on Saturday afternoon, the 20th instant, at 3 o'clock. **

MCILROY.—On the 17th instant, SALLIE L. MCILROY.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her brother-in-law, Thomas K. Finletter, No. 486 N. Third street, on Saturday afternoon at 3 o'clock. To proceed to Odd Fellows' Cemetery. **

MERRICK.—On the 18th instant, at his residence, near Germantown, after a short illness, SAMUEL V. MERRICK, in the 70th year of his age.

The funeral services will be held at the house, on Monday, the 22d instant, at 5 o'clock P. M., *punctually*. Carriages will await at Germantown the arrival of the 4 o'clock train from the city. Interment at Laurel Hill. His friends and those of the family are invited to attend. $$

RITTENHOUSE.—Fell asleep in Jesus, on the morning of the 18th instant, ALICIA, wife of Paul A. Rittenhouse, aged 36 years.

The relatives and friends of the family are respectfully invited to attend her funeral, from her husband's residence, No. 2205 N. Fifth street, on Sunday afternoon at 3 o'clock, without further notice.

STERRETT.—On the 18th instant, LETITIA STERRETT, in the 29th year of her age.

The relatives and friends are respectfully invited to attend the funeral, from the residence of Mrs. Hickley, No. 2114 Callowhill street, on Sunday afternoon at 1 o'clock. To proceed to Mt. Moriah Cemetery.

JEWELRY ETC.

J. E. CALDWELL & CO.,
JEWELLERS,
No. 902 CHESNUT Street,
Have largely increased their stock of
DIAMONDS
AND
DIAMOND JEWELRY,
EMERALDS, SAPPHIRES, PEARLS,
OPALS AND CAMEOS,
In Mountings of Exquisite Style, carefully prepared by the most Skillful Workmen.
They also call particular attention to
NEW STYLES OF JEWELRY
IN ROMAN GOLD, GOLD AND ENAMEL,
TURQUOISE, BLACK ONYX,
BYZANTINE MOSAICS, AND PARISIAN ENAMELS. [8 5 fmwtfrp
No. 902 CHESNUT Street.

DRY GOODS.

MILLIKEN'S
LINEN STORE,
No. 828 ARCH STREET,
AND
No. 1128 CHESNUT Street

PLAIN LINENS FOR SUITS.
FLAX COLORED LINENS, 25 cents.
FINE GREY LINENS.
CHOCOLATE LINENS.
PRINTED LINEN CAMBRICS.
NEW PRINTED LINENS.
EMBROIDERED INITIAL HANDKERCHIEFS, at $1·00 each, including every letter of the alphabet.
SPECIAL BARGAINS IN LADIES' AND GENTS HANDKERCHIEFS. 8 21 mwf

MRS. R. DILLON.
NOS. 323 AND 331 SOUTH STREET.
Ladies and Misses Crape, Gimp, Hair Pamela and Straw Round and Pyramid Hats; Ribbons, Satins, Silks Velvets and Velveteens, Crapes, Feathers, Flowers, Frames, Sash Ribbons, Ornaments, Mourning Millinery Crape Veils, etc. 14

MILLINERY, ETC.

237 SOUTH STREET.—TO CLOSE OUT BY 1st of September, bargains in Sash Ribbons, Bonnet and Trimming Ribbons, previous to taking stock of fall goods.
FLOWERS, FEATHERS,
AND
STRAW GOODS FOR LADIES AND MISSES.
Ladies trim your Hats while you wait.
MARKLAND'S,
817 wfm6t No. 237 SOUTH Street.

CARRIAGES.

GARDNER & FLEMING,
CARRIAGE BUILDERS,
No. 214 S. FIFTH Street,
BELOW WALNUT.

In order to make room for extensive alterations and repairs to our Warerooms and Manufactory, we are closing out entire stock of [7 8 tfrp
Phætons,
Jenny Linds,
Buggies, Etc.,
AT VERY MUCH REDUCED PRICE.

THE FINE ARTS.

COLLEGE OF ST. BORROMEO.

NEW PHOTOGRAPHIC VIEWS OF ST. BORROMEO COLLEGE,
For the Stereoscope........................25 cents each
Also, Larger, Mounted......................25 cents each
THE BEST MAP OF THE SEAT OF WAR IN EUROPE. $1·00 EACH.
DICKENS' LAST PORTRAIT.
JAMES S. EARLE & SONS,
Looking-Glass Warerooms and Gallery of Paintings,
No. 816 CHESNUT STREET,
PHILADELPHIA.

FINANCIAL.

A DESIRABLE
Safe Home Investment
THE
Sunbury and Lewistown Railroad Company
Offer $1,200,000 Bonds, bearing 7 Per Cent. Interest in Gold, Secured by a
First and Only Mortgage.
The Bonds are issued in
$1000s, $500s and $200s.
The Coupons are payable in the city of Philadelphia on the first days of April and October.
Free of State and United States Taxes.
The price at present is
90 and Accrued Interest in Currency.
This Road, with its connection with the Pennsylvania Railroad at Lewistown, brings the Anthracite Coal Fields 67 MILES nearer the Western and Southwestern markets. With this advantage it will control that trade. The Lumber Trade, and the immense and valuable deposit of ores in this section, together with the thickly peopled district through which it runs, will secure it a very large and profitable trade.
WM. PAINTER & CO.,
BANKERS,
Dealers in Government Securities,
No. 36 South THIRD Street,
6 9 tf4p PHILADELPHIA.

JAY COOKE & CO.
PHILADELPHIA, NEW YORK, AND WASHINGTON,
BANKERS
AND
Dealers in Government Securities.
Special attention given to the Purchase and Sale of Bonds and Stocks on Commission, at the Board of Brokers in this and other cities.
INTEREST ALLOWED ON DEPOSITS.
COLLECTIONS MADE ON ALL POINTS.
GOLD AND SILVER BOUGHT AND SOLD.
RELIABLE RAILROAD BONDS FOR INVESTMENT.
Pamphlets and full information given at our office,
No. 114 S. THIRD Street,
PHILADELPHIA. [7 1 3m

UNITED STATES SECURITIES
Bought, Sold and Exchanged on Most Liberal Terms.
GOLD
Bought and Sold at Market Rates.
COUPONS CASHED
Pacific Railroad Bonds
BOUGHT AND SOLD.
Stocks Bought and Sold on Commission Only.
Accounts received and Interest allowed on Daily Balances, subject to check at sight.
DE HAVEN & BRO.,
No. 40 South THIRD Street,
6 11 PHILADELPHIA.

NOTICE.
TO TRUSTEES AND EXECUTORS.
The cheapest investment authorized by law are
General Mortgage Bonds of the Pennsylvania Railroad Company.
APPLY TO
D. C. WHARTON SMITH & CO.,
BANKERS AND BROKERS,
No. 121 SOUTH THIRD STREET,
PHILADELPHIA.

ART EXHIBITION.

ON FREE EXHIBITION
AT
CHAS. F. HASELTINE'S GALLERY,
No. 1125 CHESNUT STREET,
BRAUN'S FAMOUS PANORAMIC VIEWS of Berlin, Potsdam, Charlottenburg, Coblentz, Heidelberg, Jena, Weimar, Erfurt, Ems, Baden-Baden, Weisbaden, Brussels, Amsterdam, Waterloo, Liege Ypres, Rotterdam, Utrecht, etc. etc.
A complete set of the Berlin Museums, and interior views of all the rooms in the various royal palaces of Prussia.
Particular attention is drawn to the fact that in a few days 100 views on the Rhine and its fortifications, as never before seen, will be exhibited. 11 10

EDUCATIONAL.

RUGBY ACADEMY,
FOR YOUNG MEN AND BOYS,
No. 1415 LOCUST Street.
EDWARD CLARENCE SMITH, A. M., Principal.
This Select School will enter upon its sixth year completely reorganized.
Rooms improved, and refitted with handsome furniture.
1. Pupils prepared for business life. Thorough course in the English Branches and Mathematics.
2. Pupils prepared for high standing in College.
3. Special instructors in French, German, Drawing, Penmanship, Elocution, Book-keeping, Natural Science.
4. A carefully organized Primary Department.
5. Special features—an unsurpassed locality, spacious and well-ventilated rooms, with high ceilings, a retired play ground.
Next session begins September 12. Circulars at LEE & WALKER'S, No. 922 CHESNUT Street.
Testimonial from Hon. William Strong, U. S. Supreme Court.
PHILADELPHIA, June 15, 1870.
During the last two years my son has been an attendant of the school of Mr. Edward Clarence Smith, known as Rugby Academy. I can unqualifiedly commend Mr. Smith to those who have sons to be educated, as a superior instructor, devoted to his work, kind and firm in his management of his pupils, and in all respects qualified for success in his profession.
8 13 W. STRONG.

EDGEHILL, MERCHANTVILLE, N. J., WILL BE opened for SUMMER BOARDERS from July 1 to September 15, 1870.
The House is new and pleasantly located, with plenty of shade. Rooms large and airy, a number of them communicating, and with first-class board.
A few families can be accommodated by applying early.
For particulars call on or address
REV. T. W. CATTELL,
7 1 Merchantville, N. J.

HALLOWELL SELECT HIGH SCHOOL FOR Young Men and Boys, which has been removed from No. 110 N. Tenth street, will be opened on September 12 in the new and more commodious buildings Nos. 112 and 114 N. NINTH Street. Neither effort nor expense has been spared in fitting up the rooms, to make this a first-class school of the highest grade.
A Preparatory Department is connected with the school. Parents and students are invited to call and examine the rooms and consult the Principals from 9 A. M. to 2 P. M. after August 16.
GEORGE EASTBURN, A. B.,
JOHN G. MOORE, M. S.,
8 17tf Principals.

EILDON SEMINARY.—MISS CARR'S SELECT Boarding School for Young Ladies will RE-OPEN SEPTEMBER 14, 1870.
It is situated at the York Road Station of the North Pennsylvania Railroad, seven miles from Philadelphia.
The Principal may be consulted personally at her residence during the summer, or by letter addressed to Shoemakertown Post Office, Montgomery county, Pa. Circulars can be obtained also at the office of
JAY COOKE & CO.,
8 8 Bankers, Philadelphia.

LASELL FEMALE SEMINARY, AT AUBURNDALE, Mass., ten miles west of Boston. Instruction thorough, careful, complete. Advantages for Music, Painting, French and German, unsurpassed. Particular attention paid to common and solid branches. Teachers chosen with great care. Number limited to forty. Next year begins September 15.
8 18 6w† Address CHAS. W. CUSHING.

CHESNUT STREET FEMALE SEMINARY, PHILADELPHIA.
MISS BONNEY and MISS DILLAYE, Principals. The twenty-first year of this ENGLISH AND FRENCH BOARDING AND DAY SCHOOL will open on WEDNESDAY, Sept. 14, at No. 1615 CHESNUT Street.
Particulars from circulars. 8 13 t O 1

RUTGERS FEMALE COLLEGE, Nos. 487, 489, 491 FIFTH Avenue, and corner of SECOND Avenue and ONE HUNDRED and TWENTY-FOURTH Streets, will Reopen in HARLEM, September 19, and on FIFTH Avenue September 21. For information or catalogues apply at either College Building.
8 15 2m† H. M. PIERCE, LL. D., Prresident.

PENNINGTON SEMINARY, NEAR TRENTON New Jersey; a first-class school for both sexes; comfort and progress of the students guaranteed; total cost in common English $210 per year. Next term begins September 1. Discount of 20 per cent. of clergymen. 8 18 2m†

ACADEMY OF THE PROTESTANT EPISCOPAL CHURCH, LOCUST and JUNIPER Streets.—The session will open on MONDAY, September 5. Applications may be made during the preceding week, between 10 and 12 o'clock in the evening. JAMES M. ROBINS, A. M.,
8 15 mwf t9 1 Head Master.

THE SIXTEENTH ACADEMIC YEAR OF SPRING GARDEN ACADEMY, N. E. corner of EIGHTH and BUTTONWOOD Streets, begins Tuesday, September 6. Thorough preparation for Business or College. Applications received on and after Monday, August 22.
CHARLES A. WALTERS, A. M.,
8 18 1m Principal.

H. Y. LAUDERBACH'S ACADEMY, ASSEMBLY BUILDINGS, No. 108 S. TENTH Street. Applicants for the Fall Term will be received on and after August 16. Circulars at Mr. Warburton's, No. 430 Chesnut street. 5 30tf

CHEGARAY INSTITUTE, Nos. 1527 AND 1529 SPRUCE Street, Philadelphia, will reopen on TUESDAY, September 10. French is the language of the family, and is constantly spoken in the institute.
6 15 wfm 6m L. D'HERVILLY, Principal.

STEVENSDALE INSTITUTE, A SELECT family Boarding-school for boys, will reopen Sept. 12, 1870. For Circulars address J. H. WITHINGTON, A. M., Principal, South Amboy, N. J. 8 2tuths26t*

OAKLAND FEMALE INSTITUTE, NORRISTOWN, Pa., will commence its Twenty-sixth Year September 1. Terms, $260. For circulars address, J. GRIER RALSTON. 8 6 1m*

SAFE DEPOSIT COMPANIES.

SECURITY FROM LOSS BY BURGLARY, ROBBERY, FIRE, OR ACCIDENT.
The Fidelity Insurance, Trust, and Safe Deposit Company,
OF PHILADELPHIA.
IN THEIR
New Marble Fire-proof Building,
Nos. 329-331 CHESNUT Street.
Capital subscribed, $1,000,000; paid, $550,000.
COUPON BONDS, STOCKS, SECURITIES, FAMILY PLATE, COIN, DEEDS, and VALUABLES of every description received for safe-keeping, under guarantee, at very moderate rates.
The Company also rent SAFES INSIDE THEIR BURGLAR-PROOF VAULTS, at prices varying from $15 to $75 a year, according to size. An extra size for Corporations and Bankers. Rooms and desks adjoining vaults provided for Safe Renters.
DEPOSITS OF MONEY RECEIVED ON INTEREST, at three per cent, payable by check, without notice, and at four per cent., payable by check, on ten days' notice.
TRAVELLERS' LETTERS OF CREDIT furnished available in all parts of Europe.
INCOME COLLECTED and remitted for one per cent.
The Company act as EXECUTORS, ADMINISTRATORS, and GUARDIANS, and RECEIVE and EXECUTE TRUSTS of every description, from the Courts, Corporations, and Individuals.
N. B. BROWNE, President.
C. H. CLARK, Vice-President.
ROBERT PATTERSON, Secretary and Treasurer.
DIRECTORS.
N. B. Browne, Alexander Henry,
Clarence H. Clark, Stephen A. Caldwell,
John Welsh, George F. Tyler,
Charles Macalester, Henry C. Gibson,
Edward W. Clark, J. Gillingham Fell,
Henry Pratt McKean. [5 13fmw§

SPECTACLES,
Microscopes, Telescopes, Thermometers, Mathematical, Surveying, Philosophical and Drawing Instruments, at reduced prices.
JAMES W. QUEEN & CO.,
No. 924 CHESNUT Street,
7 30 mwf4p PHILADELPHIA.

$25,000.—PARTNER WANTED IN AN old-established business that will net that amount per year.
Address, T. J. W.
8 9 "Ledger" Office.

FIFTH EDITION

From the Seat of War.

Mars-la-Tour and Gravelotte.

Fighting Continued Yesterday

Rumored French Victories.

Paris Rejoicing Over Them.

Roaring the "Marseillaise."

Napoleon Said to be Sick.

FROM EUROPE.

Napoleon Very Sick.

LONDON, Aug. 19.—Telegrams received here to-day from Brussels report that the Emperor is quite ill, with symptoms of intense cerebral excitement. He is said to charge his misadventures to treason. This story is forwarded as one of the rumors of the war, but is generally discredited here.

More Fighting Near Mars-la-Tour.

LONDON, Aug. 19—2·30 P. M.—The following is the latest from the seat of war:—There was fighting all day on Thursday near Mars-la-Tour. The latest French despatches are full of expressions of confidence of victory.

The following additional facts of

Tuesday's Conflict

have been received. A battalion of the 73d French regiment of the line destroyed a regiment of German lancers, capturing their colors. There were several brilliant charges by the French, in one of which General Legrand was killed. It is reported that Prince Albert, commanding the division of cavalry, was killed outright, but this is not confirmed. After a close conflict the French occupied the Prussian position. It is said that the French force engaged numbered 150,000.

The Battle of Gravelotte.

There was severe fighting on the 17th near Grvelotte.

The Emperor

is still at Rheims. The ground between Metz and Verdun has been a scene of constant carnage since Sunday.

Paris Rejoicing.

PARIS, Aug. 19.—There is intense excitement and enthusiasm because of the news of repeated French victories. The streets are full of processions and crowds, and crowds of people are roaring the "Marseillaise." Notwithstanding the great excitement there is no disorder.

The German Residents in France.

LONDON, Aug. 19.—The collective note of Austria and England dissuading France from expelling German residents has been ineffectual.

Eugenie and the Wounded.

PARIS, Aug. 19.—The Empress takes part in the movement in favor of the wounded. She has ordered her apartments at Compeigne to be prepared for that purpose, and has decided upon trying the system inaugurated in America during the recent civil war of caring for the wounded in tents, where plenty of fresh air can be obtained.

A French National Loan.

It is said on good authority that the Minister of Finance will open a national loan on Monday. A Council of Ministers was held to day.

Paris a Stronghold.

The *Constitutionnel* to-day publishes an article stating that Paris is now a stronghold. The armed force is very great, and the Admiralty has equipped the forts, which have been armed completely. Enormous quantities of provisions have been stored in the city, and much more is reaching here daily. Mills have been lately erected here capable of furnishing more flour than the resident population could use. Some of the heaviest dealers in grain have engaged to furnish all that is needed, without any reference to the price, leaving that matter altogether to the discretion of the Government. Different journals compliment such evidences of sincere patriotism.

Arrival of Steamships.

Arrived out, steamships Russia and European.

FROM NEW YORK.

The Report of Vanderbilt's Death.

TROY, Aug. 19.—Last night a fraudulent telegram was delivered at the Western Union office in this city addressed to the Associated Press, stating that Commodore Vanderbilt had been stricken with apoplexy at Saratoga, and was lying at the point of death. The despatch purported to have been sent by W. E. Kisselburgh, city editor of the Troy *Times*. Kisselburgh did did not send the telegram, and knows nothing whatever of its origin. The proprietor of the Troy *Times* will endeavor to learn who perpetrated the forgery.—*W. E. Kisselburgh, Troy Times.*

Y. M. C. A. and the Saratoga Gamblers.

SARATOGA, Aug. 19.—The Young Men's Christian Association having appointed a committee of five to suppress the gambling-houses here, and Ford & Allen learning of the movement taken, closed up their establishment on Wednesday. On Thursday the officers visited John Morrissey's place, and took an inventory of the implements, which he agreed to deliver to them on Monday.

FROM THE WEST.

The National Labor Congress.

CINCINNATI, Aug. 19.—The Labor Congress convened this A. M. at 9 o'clock. Resolutions declaring it to be the duty of the Government to protect every branch of honest industry pursued by its citizens, and that all duty on ship-building material be removed, were referred to a committee.

A resolution recommending all organizations of protective associations to adopt the eight-hour rule was also referred to a committee.

The fourth and fifth resolutions of the platform were adopted.

An amendment to the sixth resolution, that the accumulated wealth of the nation, which is the result of labor already performed, should be a tax on a graduated basis, so as to make the burden of taxation bear heaviest upon those who have secured the lion's share of the fruits of American toil, was presented by Mr. Coffin, and was warmly discussed.

Mrs. Hathaway favored the amendment, declaring it expressed the views of the working women, who are always at the very bottom of the pyramid of oppression that rests upon the laboring class.

Pending the discussion the convention adjourned, the Chair announcing that the Labor Assembly of Cincinnati would pay all debts contracted by the congress during its session.

PHILADELPHIA TO WILLIAMSPORT, WITH HALTS BY THE WAY.

THE READING RAILROAD AND THE SCHUYLKILL VALLEY—THE BEAUTIES AND TERRORS OF THE CATAWISSA—A HALT AT DANVILLE—ITS IRON FURNACES AND FOUNDRIES, ETC.—THE NEW RAILROAD TO SUNBURY—WHAT ENERGY WILL DO—SUNBURY—THE RAILROADS AND COALFIELDS—BUSINESS ON THE SUSQUEHANNA.

From Our Own Correspondent.

WILLIAMSPORT, August 18.—Numbering among the best, if not in itself the best, managed railroads on this continent is the Reading. Its locomotives are of the most powerful description, and its cars and other accommodations are certainly unsurpassable. Leaving the depot at Thirteenth and Callowhill streets at 8·15 A. M. the traveller soon finds himself gliding over the smoothest of tracks, along the banks of the Schuylkill, at a rate of speed which even in these fast days is decidedly refreshing and stimulating. On every hand along the narrow valley, industrious hands find ample employment in the hundreds of manufactories and iron furnaces which dot the banks of the river, from the limits of the Quaker City to its source among the mountains of Schuylkill county. It is a valley which for resources and wealth has probably no superior on the globe, when its length and breadth enter into the consideration of the subject.

Leaving the main branch of the Schuylkill at Port Clinton, the tourist in search of scenery and pleasure takes one of the numerous branches of the Reading Railroad, and at the words "All right" from the conductor, we cross the main river and commence winding our way along the tortuous course of the Little Schuylkill, from which river this branch railroad takes its name. After numerous snake-like twistings among the hills and narrow defiles, we at length reach Tamaqua, where after changing our locomotive we push on at a fine rate of speed up one of the steepest of grades to the Mahanoy Junction, where we again change locomotives, and are soon off again on the

CATAWISSA RAILROAD.

A decent regard for the safety and feelings of those who travel over this celebrated railroad does not permit of running at a "lightning" gait, but nevertheless we skim along at a fair rate of speed. On the right, going west, far below us lie the most picturesque of valleys, dotted here and there with comfortable houses and barns which fairly glitter in their whiteness beneath a noonday sun. Here and there we catch a glimpse of what we at first suppose to be the banks of some mountain torrent, but which afterwards develops itself to be the Lehigh Valley Railroad. Here it lies hundreds of feet below us, running hither and thither among the hills, looking like a silver cord forming a circlet about the base of a mound of laces. High up, on the left, are the mountains from the bowels of which the households and manufactories of Philadelphia derive their supplies of anthracite coal. Passing onward, the railroad, which but a short time since was many feet below us, is lost to view on the right, and our attention is called to the fact that it is now above us. Here for a while the two railroads run on a parallel line, but one considerably above the other, until at length we cross at an acute angle, and then again we find the track, which but a moment before was on our right and above us, has changed to the other side, and gradually goes sinking down, down, until finally it is lost to view among the hills and dense forests which surround us on every side. Passing on, now flying around the brink of some precipice, and again darting into some cut whose sides threaten to come tumbling down without a moment's warning, we find enough to occupy the attention without troubling ourselves about the probabilities or circumstances of what might be if things were otherwise. But the men who permit us to take an almost aerial flight have studied all the probabilities long before we were permitted to pass over this road, and with that peace of mind which a knowledge of all being right gives us, we lay back and lose ourselves in wondering how such a thing as running a railroad over such mountains ever entered the heads of its projectors. The wonderment is answered by the simple word "business." Now we stop for a moment among the trees to throw off a package of letters or take on a passenger or two, and then again we press onward. But now we come upon a portion of the route which strikes the beholder with amazement. What was grand before is now doubly so—awful and yet inspiring. The whistle sounds, the brakes are applied, and our train slows down. Glancing out of the window is seen, stretching directly across our path, a deep, narrow valley, with sides almost perpendicular. Directly in front of us is seen a row of timbers standing upright, like stakes upon the ground far below. Onward we go, and ere we are fairly aware of the fact we are upon the trestle work which supports the track. Down, far down beneath us, the tallest trees scarcely reaching half way up between us and the earth beneath, dogs bark and gleeful children clap their hands and cheer us. We hold our breaths instinctively, and an involuntary shudder fills the heart as we move over the creaking, groaning timbers; but all is safe. I have been on the top of monuments, and have felt that peculiar feeling which I presume all persons experience in looking downward from a high point, but I never before experienced so peculiar a sensation as I experienced while looking down along the side of the car and seeing nothing beneath but the hard ground and jagged rocks which lay below us about one hundred and thirty feet. In few words, there is no realizing what I have so faintly endeavored to depict but by actual experience. Five of these structures were passed over on our route through the mountains, and I am free to confess that I felt thankful when the last one was left behind us. About three hours and a half after leaving Tamaqua we find ourselves at

DANVILLE.

This town is one of the most thriving in the State, and is situated on the North Branch of the Susquehanna, about two miles from its confluence with the West Branch. It is pleasantly situated on a high bluff, and is entirely surrounded by mountains of very respectable proportions. Like most other towns in this section of the State, Danville has almost an exclusive interest in a certain line of business. Here some of the largest and certainly the best arranged iron works in the State may be found. Hence, when the iron business is moving everything else keeps pace with it. Just now, considering the season, a fair business is being done. The population of the place is about eleven thousand souls, and a number of fine improvements are in progress. Among these may be noticed the new State Lunatic Asylum, an edifice which when finished will be one of the largest buildings in the State. Its extreme front is eleven hundred and fourteen feet. When finished it will accommodate nearly five thousand people. The people of the place are of a generous, social disposition, and this, added to the fine hotels, makes the town a most agreeable stopping place.

On the opposite side of the river, and connected with Danville by a fine bridge, is the infant town of South Danville, a village which has sprung up within the past two years, and which promises great things in the future, through the instrumentality of the S. P. Case, or Sunbury, Danville, and Hazleton Railroad. This railroad traverses the right bank of the river, and when entirely finished will be one of the greatest arteries of the Hazleton coal fields. The building of the road is due almost entirely to the efforts of Mr. S. P. Case, of Danville, who has devoted almost a life-time to its construction. The road is in most excellent condition, and although not yet finished has most elegant cars and does a fine business. Its successful completion is one more evidence of what perseverance and zeal are worth. By this route we reach, on the Susquehanna,

SUNBURY.

Beautifully situated, about two miles below where the two branches meet and form the main river, is the town of Sunbury. It is one of the railroad centres of the State, and has no less than five different lines passing through or near its precincts. It is the northern terminus of the Northern Central Railway, and the southern or eastern terminus of the Philadelphia and Erie Railroad. Its population at this time is about five thousand souls, but the spirit of improvement appears to have broken out among its inhabitants, and the day is probably not far distant when Sunbury will be a successful rival among the inland towns of the State. Sunbury, like Danville, has its exclusive interests. Here it is railroads and coal. Everything depends upon the condition and facilities of the railroads, or the coalfields. The men talk of these interests in the bar-rooms, the women talk of them in the parlor, the children lisp them in the street, but withal there is a good business done in other lines of trade, providing always that the railroads and coal mines are all right.

The same troubles experienced in the coal regions lower down are experienced here. The miners rule supreme, and if only half I hear of their misdoings be true, they should be exterminated. They rule with an iron hand, and set both divine and civil laws aside whenever it suits their convenience. Nor does your correspondent see how this condition of affairs can be remedied so long as the Democratic party, as a party, protect these lawless people in the course they are now and have been pursuing for the past five or six years. I am reminded of a case which occurred here a few days since, which is a fair sample of how some things are done and others not done. In some way or another a colored man and a miner got into a quarrel, and the result was that the African had too much muscle for the Hibernian, and knocked the Irishman down. A few hours afterwards the Irishman visited the hotel where the colored man was at work, and deliberately shot him down through the window. The assassin was arrested and taken before an alderman, but through ignorance was permitted to depart. He was no sooner free than he boasted to his companions of having done the deed, and this, in connection with other facts, induced his second arrest, and his ultimate trial before court. Men swore that they saw him do the deed, but the defense produced a number of men from among the man's companions who swore that they were standing by his side at the time the shot was fired, and that he did not fire it; and the assassin was acquitted. This is simply an expose of how swearing on the Bible is reduced to a science in the coal regions.

A little log hut at the lower end of the town, near the Lutheran church, was pointed out to me as the birthplace of the Hon. Simon Cameron. The whole concern is not larger than a medium-sized stable. Numbers of stories are told about the boyhood days of the old General, but as most of them are of little interest to the general reader, I pass them by. One incident in connection with Mr. Cameron's early life, however, is so decidedly American-like, and so valuable as an example, that I relate it. Mr. Cameron's father was a very poor man, and had enough to do to support his numerous family without attending to their education, at that time a more expensive item than now; hence Simon and the other children were permitted to run around loose. As a boy Mr. Cameron did whatever happened to fall in his way, until at length, by the kindness of one of his father's friends, he was furnished with a small sum of money (a few cents) and ferried to the canal on the other side of the river. Once afloat, Mr. Cameron made his way to Harrisburg and was lost to the view of his friends here until he turned up as a contractor. From that time on his success as a man of business was upward and onward, and from the little start he derived from the friend of his father dates his success in life. He is the architect of his own fame and fortune. Hon. John B. Packer, a relative of Mr. Cameron's, resides here, and is the owner of a magnificent mansion on Market street, near the river. He will probably be re-elected to Congress during the coming campaign.

SINGULAR ELECTRICAL PHENOMENON

A tornado passed over some parts of Minnesota a few days ago which was marked by the same characteristics as that which visited some parts of New York and New England about the same time. It was very severe in some towns, while in the neighboring places it was not felt at all, or at most was scarcely noticed, and it appeared to travel in a narrow path. A writer in the St. Paul *Press*, who witnessed the storm at Owatonna, in the southern part of Minnesota, gives the following account of its singular appearance there:—

This morning at about half-past two o'clock this city was visited by the most terrific and destructive tornado which it has ever known. The round house of the Winona and St. Peter Railroad Company was unroofed, and a large portion of the walls demolished. The engine Clermont was nearly buried in the debris, but sustained no serious damage. The night watchman was in the house when it fell, but found safe refuge in the pit underneath the engine tender. The wheel of the windmill on the eminence west of the city was completely destroyed. This wheel was nearly one hundred feet in diameter. A large ice house was blown to pieces. The cheese factory was so badly damaged as to be unfit for further use without repairs, and I am told that the summer's accummulation of cheese must be removed.

The upper portion of the fronts of several buildings was blown off; awnings and signboards were badly damaged; trees and garden fences suffered severely, and chimneys and outbuildings were generally capsized. Some roofs were badly broken, and others damaged but little.

There was neither rain nor hail. There seemed to be one current approaching the city from the southwest and another from the southeast, and when I first noticed these currents they were quite distant from each other, but they rapidly approached, converging directly upon the city. When apparently a mile away there appeared midway between the two currents, and at a low elevation, a light, small at first, but gradually increasing, until it reached the size of an ordinary hogshead. Its base was parallel to the surface of the earth. The sides seemed to approach each other to an inclination of about thirty degrees. At the top of this cone, and apparently just separated from it, appeared a bright blaze, which shot towards the zenith in forked flames, I judge from ten to fifteen feet in height. The cone beneath the blaze seemed to revolve rapidly around an axis, vertical to the centre of the earth.

The brilliancy of this air-fiend became constantly more intense as the currents approached each other, and its revolutions became proportionately more rapid, until in the shock caused by the collision which occurred on Cedar street, some fifty feet north of the public square—a terrific and deafening sound was heard, followed by a dispersion of some fifty fragments of electrical light, in apparently solid form. These were seen ricocheting in every direction, approaching the earth, and withdrawing from it in fantastic though appalling gyrations. The scene of this phenomenon was the region of the greatest disaster. The wind blew sharply, but did not do the damage. There was a fierce and terrible force in the air, not in the air itself, which nothing could withstand. Single shingles were plucked from roofs. One picket was torn from the fence while its fellows were unmoved. A single row of onions in a neighbor's garden were torn from the ground, and the others left to grow and ripen undisturbed.

The foregoing facts furnish data upon which I base the following theory:—The excessive heat of the two preceding days was such as to produce great disturbance in the atmosphere, and give rise to the formation of strong aerial currents, which, after becoming complicated, rioted awhile in close combat, and then separated, perhaps by electrical force, formed again in different quarters—two strong channels of moving air emerging upon a common centre. Approaching each other, the space through which the electricity inherent in the air was diffused became rapidly less, and still less, at the same time it would be carried along by its own adhesion to the moving mass of clouds.

It thus became gradually condensed, and by its own motion, together with the constantly increasing pressure of the approaching currents, forming walls through which it could not break, and the friction caused by the mobility of its own particles upon themselves intensified the heat until it became first luminous, then lambent, then concentrated in tangible form, and finally yielding to the power of its own explosive force, burst asunder, forming numerous balls of concentrated fire, which discolored and spent their fury on surrounding objects.

Traces of this tornado are visible as far east as Lewiston, unattended, however, by any serious damage.

—The first building society of St. Paul, Minn., has been in a flourishing condition for some months past. At a recent meeting for the election of officers, $2000 were distributed to four members at the usual high premiums.

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ALBRECHT,
RIEKES & SCHMIDT,
MANUFACTURERS OF
FIRST-CLASS PIANO-FORTES.
Full guarantee and moderate prices.
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HAIR CURLERS,

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10 Per Cent. First Mortgage Land Grant Bonds

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At 95 and Accrued Interest.

Coupons payable January and July at Ocean Bank, New York.

Secured by mortgage of the CANAL, its tolls, franchises, and EQUIPMENTS, and 200,000 ACRES of very valuable and carefully selected

IRON, COPPER, PINE, AND OTHER TIMBER LANDS,

Worth at the lowest estimate five to eight times the amount of the mortgage.

Whole Issue $500,000,

Of which a balance of only $160,000 remains unsold.

This Ship Canal—after five years labor and an expenditure of nearly a million of dollars, besides nearly half a million more for machinery and equipments—is nearly finished, and will be entirely completed the present season.

The tolls on the present commerce of Lake Superior would not only pay the interest on these bonds, but large dividends also to the Stockholders. This trade will be increased immensely next season when the grain from the great wheat-producing regions of Minnesota shall pass by this route (as it necessarily must) to the seaboard, by way of the railroad from St. Paul to Duluth, now just completed.

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MICHIGAN SOUTHERN
RAILWAY COMPANY
SEVEN PER CENT.
Consolidated Mortgage Sinking Fund Bonds.

The Lake Shore and Michigan Southern Railway Company, for the purpose of providing for the payment of its several mortgage debts as they become due, has executed a mortgage to the Union Trust Company, of New York, as Trustee, upon the whole of its Railroad and branches, payable on the first day of July, in the year one thousand nine hundred.

COUPON BONDS of $1000 each will be issued, with interest at Seven per centum per annum, payable semi-annually, on the first day of January and July, in each year, and REGISTERED BONDS of $1000, $5000, and $10,000 each, without coupons, with interest at Seven per centum per annum, payable quarterly, on the first day of January, April, July, and October, in each year, principal and interest payable at the office of the Union Trust Company in New York.

We call the attention of investors especially to this class of REGISTERED BONDS, which, on account of the SECURITY AFFORDED AGAINST LOSS BY ROBBERY, FIRE, OR OTHERWISE, AND THE PAYMENT OF QUARTERLY INTEREST, offer an investment peculiarly desirable.

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SEVEN PER CENT. BONDS

At 75, Interest Regularly Paid.

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SECURED BY 17 MILES OF RAILROAD,

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We are offering $200,000 of the Second Mortgage Bonds of this Company

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For the convenience of investors these Bonds are issued in denominations of

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The money is required for the purchase of additional Rolling Stock and the full equipment of the Road.

The road is now finished, and doing a business largely in excess of the anticipations of its officers.

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FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:—

City of Baltimore (via Halifax), Tuesday, August 23, at 1 P. M.
City of Washington, Saturday, August 27, at 2 P. M.
City of Paris, Saturday, September 3, at 12 M.
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and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.

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Payable in gold.		Payable in currency.	
First Cabin	$75	Steerage	$30
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SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY,

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FIVE CENTS PER 100 POUNDS, TWO CENTS PER FOOT, OR HALF CENT PER GALLON, SHIP'S OPTION.

INSURANCE ONE-EIGHTH OF ONE PER CENT.

Extra rates on small packages iron, metals, etc.

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JOHN F. OHL,
2 8 5 PIER 19 NORTH WHARVES.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.

ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE.

This line is now composed of the following first-class Steamships, sailing from PIER 17, below Spruce street, on FRIDAY of each week at 8 A. M.:—

ASHLAND, 800 tons, Captain Crowell.
J. W. EVERMAN, 692 tons, Captain Hinckley.
SALVOR, 600 tons, Captain Ashcroft.

AUGUST, 1870.

J. W. Everman, Friday, August 5.
Salvor, Friday, August 12.
J. W. Everman, Friday, August 19.
Salvor, Friday, August 26.

Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest.

Freights forwarded with promptness and despatch.

Rates as low as by any other route.

Insurance one-half per cent., effected at the office in first-class companies.

No freight received nor bills of lading signed after 3 P. M. on day of sailing.

SOUDER & ADAMS, Agents,
No. 3 DOCK Street,
Or WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES.
WILLIAM A. COURTENAY, Agent in Charleston. 6 24

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.

The YAZOO will sail for New Orleans direct, on Tuesday August 23, at 8 A. M.

The HERCULES will sail from New Orleans, direct on August.

THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indianola, Lavacca, and Brazos, and to all points on the Mississippi river between New Orleans and St. Louis. Red River freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.

The WYOMING will sail for Savannah on Saturday, August 20, at 8 A. M.

The TONAWANDA will sail from Savannah on Saturday, August 20.

THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.

The PIONEER will sail for Wilmington on Wednesday, August 17, at 6 A. M. Returning, will leave Wilmington Wednesday, August 24.

Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at as low rates as by any other route.

Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.

WILLIAM L. JAMES, General Agent.
6 15 No. 130 South THIRD Street.

FOR NEW YORK,
via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.

The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.

THROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines going out of New York, North, East, or West, free of commission.

Freights received at low rates.

WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue.
JAMES HAND, Agent,
No. 119 WALL Street, New York. 3 4

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1

CORDAGE, ETC.

WEAVER & CO.,

ROPE MANUFACTURERS

AND

SHIP CHANDLERS,

No. 29 North WATER Street and

No. 28 North WHARVES, Philadelphia.

ROPE AT LOWEST BOSTON AND NEW YORK PRICES. 4 1

CORDAGE.

Manilla, Sisal and Tarred Cordage

At Lowest New York Prices and Freights.

EDWIN H. FITLER & CO.,

Factory, TENTH St. and GERMANTOWN Avenue.

Store, No. 23 N. WATER St. and 22 N. DELAWARE Avenue.

WASHINGTON, D. C.,
JULY 27, 1870.

NOTICE—PAVING PENNSYLVANIA AVENUE.

The Commission appointed by "An Act to Provide for the Paving of Pennsylvania Avenue," approved July 8, 1870, is authorized to select and determine the best kind of Pavement to be used in paving Pennsylvania avenue, and to have said thoroughfare paved therewith from the northwest gate of the Capitol to the crossing of Fifteenth street, west.

The Commission met and organized in accordance with the above law, and proceeded to the election of a President and Secretary. It was decided to invite all patentees, owners, or inventors of any of the improved pavements, of whatever material composed, whether of stone, wood, asphalt, concrete, or any other kind, to furnish accurate and detailed drawings or models, descriptions, specifications, including the nature of the foundation to be laid, how packed, and, in fact, all information as to their construction and durability. This information is desired to enable the Commission to decide in the first instance upon the general nature of the material to be used in paving the avenue, and then to specify the preference that may be agreed upon in regard to some particular method to be adopted. A reference to the law (public, No. 144) will give the required information as to how the payments for said pavement will be made. It is provided therein "That the cost of laying such pavement shall not exceed the sum of four dollars per square yard." The estimated area of said pavement is in the neighborhood of sixty-five thousand (65,000) square yards.

All communications in relation to pavements should be addressed to the Secretary, Gen. N. MICHLER, Office of Public Buildings, Grounds, and Works, U. S. Capitol, WASHINGTON, D. C. 7 29

DICKENS AND THE NEWSPAPERS.

From the London Saturday Review.

That Mr. Dickens should be estimated by the newspapers quite as much as he deserves is not surprising. He is the representative of the ordinary newspaper excellences and newspaper literature; a very favorable specimen, but one more especially identified with the body of writers who salute themselves as the Fourth Estate, with an occasional ignorance of what the Three Estates are. We have been among the first to admit Mr. Dickens' very remarkable powers. The man who has contributed so much to the cheerfulness of so many homes is in his way a benefactor to the human race. His death, like that of any other popular man, creates a blank; but we should hardly say that the "melancholy tidings darkened a hundred millions of homes with the sense of a personal loss." But the merits of such a writer—undoubted and great merits—run a chance of being seriously disparaged with thinking men when more value is given to his influence than it deserves. To speak of him, as he is spoken of, as "the literary emperor who has just fallen amidst the universal trophies of his genius," is rather highfalutin', which it may well be, seeing that it comes from New York. We have the highest relish for Sairey Gamp and Sam Weller, but it is quite another thing to be summoned to bow down before "the Christ-like spirit of tenderness and charity which pervades all his compositions." To speak of his Christmas Carols and sentimental works of that kind, poor in themselves, and produced like other articles of the season, the *Illustrated News* of the Christmas week, for example, ordinary matters of merchandise, as the results of "a pen dipped in tears and his own heart's blood," is not so much grotesque gabble as revolting and offensive. For the life of us we cannot believe that, even when Mr. Dickens was writing his "tales with a purpose," and was inveighing against the evils of Yorkshire schools, the Court of Chancery, public offices, and imprisonment for debt, he was "doing the work of a surpliced priest." It is of course mere blasphemous raving to speak of Little Nell, and the death of Paul Dombey—and Mr. Dickens' pathos was always very pumped-up and melodramatic—as "bearing on his sympathetic mind, in distant resemblance to Christ, the awful load of the sorrow and mystery of humanity." We are not charging all the sermon-writers or newspaper panegyrists of Mr. Dickens with this amount of profane folly; but we ask with amazement what there is in Mr. Dickens' life to elevate him into the character of a saint or hero, what there is in his writings to put them on the range of the four Gospels? A very great humorist he was, but that he is "one of the greatest and most persuasive of preachers" we may be permitted to doubt, unless we admit the gospel of jollity to be a divine revelation. Mr. Dickens, and it is no disparagement of him to say so, understood the world; he presented himself to men as men were willing to take him. It became the fashion at Newspaper Fund dinners and Guilds of Art to consider, or to affect to consider, him the representative of English literature. The world to whom Grotes and Hallams and Thirlwalls and Darwins and Newmans are dull professional writers, saluted the author of the *Chimes* as a benefactor of the human race. It rather stirs the temper—and unless it is moderated, it may stir the gall—all this idolatry of a life which, after all, is only that of a successful *litterateur* by no means blind to his own interests. Mr. Dickens realized a large fortune by his works, and by a semi-dramatic exhibition of them and himself in performances on a stage or platform, which he called Readings. This is by no means discreditable; but we fail to see anything very "brave" or "earnest" or "heroic" about it. Mr. Dickens wrote stories, and in the most money-getting form, in a decreasing ratio of interest and power, till he wrote himself out. He then adopted another mode of airing his popularity, and read and recited till his health broke down; and then he took to stories again, but with what success those, if any such there be, who have read through what he left of Edwin Drood can tell us; and then he died and left a will behind him; and we are invited to fall into ecstacies at the beauties and divine character of his will. And here we must remark that to say much on this subject is distasteful, and, unless we were challenged to the issue, would be somewhat indecorous and improper. We are little inclined to consider Mr. Dickens an apostle; but words would fail us to express the indignation we feel, if it is true, as we are told, that some obscure preacher, not an Englishman, has been base enough to describe his death, a death lamented by us all, as a Divine judgment for his irreligion. In a certain sense we think Mr. Dickens was religious; he certainly reverenced the Saviour, and he tells us that he "rewrote the Gospels for his children long before they could read, and almost as soon as they could speak." It may be no great loss to the world that this fifth Gospel has not been preserved, but we have not a word to say about Mr. Dickens' personal faith or professions. We have nothing whatever to do with subjects on which he has been silent.

FEMALE FATNESS AT LONG BRANCH.

The slightness and delicacy of American women are proverbial; but judging from the visitors here, they have undergone a change. Are our countrywomen fleshy? Have they suddenly increased their avoirdupois? If they have not, the corpulent sisterhood have certainly descended upon the Branch, and by their liberal presence have not added to the grace or beauty of villa or hotel life. Stoutness, especially in the opposite sex, is a misfortune both artistically and socially. Who would admire the Venus de Medici, the Madonnas of Raffaelle or the Magdalens of Tiziano, if they were plethoric?

We all know how difficult it is for us to become reconciled to Rubens' fat wives, whom he always introduces, whether Virgin or goddess or fine lady, into his compositions. And we all know how flesh repels admiration and paralyzes sympathy in the realities of life. Europeans complain that the beautiful American girl loses her beauty after marriage and maternity by reason of her thinness and angularity. If it were so, she would be better off than the dames of the Old World, who run to fatness. Hardly any French or German, Italian or Spanish, or even English woman, can escape flesh after forty. It comes upon her like an æsthetic judgment of the malignant gods, and all the wooers she has jilted in her early days are deeply avenged. I don't think I've ever seen so many fleshy women at a watering-place as there are at the Branch this season. Their proportion is as five to one of the spirited, fine-limbed, clear-cut creatures whose very bodies seem informed with thought.

It is exceedingly amusing to see the over-plump women indulging in their saltatorial energies at the Continental and West End hops; and it requires no little self-discipline to prevent one from laughing at the ludicrous figure they make. Last evening I could not help noticing one of the unfragile fair who had a passion for dancing with small men. The way she drew crimson in the face, palpitated like a blacksmith's bellows, and whirled her diminutive partners about the room, as if she were trying to brush the flies from the ceiling with their legs, was a curious and ridiculous spectacle. When she finally let them go, with a generally disheveled and dejected air, indicating that they had mentally made their wills and given themselves up for lost, they made a precipitate retreat with a bewildered look of gratitude and salvation in their perspiring faces. The small man who dances with a very stout woman is either a simpleton or a hero, for he exposes himself to satirical shafts that will pierce through suits of Milan steel.

The fat woman in the water is funnier than she is on land. She is like the hippopotamus, without its capacity to swim, and furnishes innumerable subjects for a comic artist, if he should ever have wit enough to sketch from nature. It is rare sport to watch the corpulent bathers on the beach. They go into the sea as an elephant would undertake the cachuca, and flounder about in the sea, gasping, puffing, and snorting in the drollest manner. I have seen them venture out under masculine convoy to a point where they had to be supported, and the style in which their heads went down and their feet up, and their ample proportions rolled over and under in the surf, revealing a dripping red face one moment, and much and varied color in globular form in another, is not to be depicted in plain prose. Porpoises struggling to accomplish a minuet are not a circumstance to them. Old ocean himself seems to laugh at them sometimes, for they are absurd in the sea and ridiculous on shore. But they are to be pitied, these mountains of materialism. If they could help their fleshiness I presume they would. Fortunately, however, they are not sensitive, for flesh does not go with sensibility.

HINDOOS NOT GENTLEMEN.—A Temple story, says the London *Orchestra*, has been in circulation during the past few days, which is too good to be lost. Our readers may know that a number of young Indian gentlemen are pursuing the study of the law within that venerable inclosure. Dr. Vaughan invited them to spend an evening at his house, and provided such delicacies as he deemed likely to be most enjoyed by them. The time fixed for the interesting party arrived, but nobody came. When half an hour had been thus spent in fruitless waiting, the doctor's lady rang for the maid (a fresh one, not yet quite accustomed to all the ways of the house) whose duty it was to open the hall door. She entered with an air and aspect which gave token that more than the heat of the weather had been exciting her. "Have none of the gentlemen arrived?" "No, please, mum, no gentlemen has come; but a lot of impudent Christry Minstrels has been a ringing at the bell, and I have been driving 'em away, mum."

PROPOSALS.

CHIEF MEDICAL PURVEYOR'S OFFICE,
No. 126 WOOSTER Street, New York.
AUGUST 15, 1870.

PROPOSALS will be received at this office until 10 o'clock on THURSDAY, the 15th day of September, 1870, for the sale, on the part of the United States to the highest bidder, of the following articles of hospital bedding and clothing, viz.:—

Bedsacks, 15,000; Blankets, 10,000; Counterpanes, 15,000; Gutta Percha Bed-covers, 1000; Mattresses, hair, 300; Musquito Bars, 20,000; Hair Pillows, 6000; Pillow-cases, white, 20,000; Pillow-ticks, 20,000; Sheets, 30,000; Drawers, 20,000; Dressing-gowns, 15,000; Cotton Shirts, 20,000; Slippers, 10,000; Woollen Socks, 50,000; Towels, hand, 7000 dozen; Rollers, 200 dozen.

The above-mentioned goods are new, have never been used, and are believed to be in good condition, and will be sold as they now stand.

The Government will reserve the right to reject bids deemed either unreasonable, or from irresponsible parties. No bid will be considered for less of any one article than the amount advertised. Samples will be shown and any information given at the office, No. 126 WOOSTER Street, near Prince.

Terms cash. A fair length of time will be allowed to purchasers to remove their goods. Proposals to be indorsed "For the Purchase of Hospital Bedding and Clothing."

CHARLES SUTHERLAND,
Lieutenant-Colonel and Acting Chief Medical Purveyor, United States Army. 8 18 6t

PROPOSALS FOR TREES AND SHRUBS FOR NATIONAL MILITARY CEMETERIES.

QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, D. C., 17th August, 1870.

Proposals for supplying Trees and Shrubs for ornamental planting of the National Cemeteries are invited from nurseries and gardeners in good standing.

The trees and shrubs should be securely packed and delivered at the railroad station most convenient to the garden or nursery. Bills and bills of lading, properly addressed, to be furnished.

The freight will be paid by the United States, and the bills will be settled upon receipt of the trees and shrubs at the places to which they may be consigned.

The orders will be given by the officer in charge of national cemeteries in this office upon estimates or requisitions from local officers.

It is suggested that the most convenient form of proposal will be a printed catalogue, with such discount on the whole or on any classes or kinds of plants as the proprietor may be willing to offer.

Purchases will be made wherever most advantageous to the United States upon the basis of the proposals thus received.

There are about eighty (80) national military cemeteries scattered over the whole United States; and some planting will probably be needed in each of them.

Proposals should be sealed and addressed to the Quartermaster-General's Office, marked "Proposals for Trees and Shrubs;" and they will be opened at noon on the 19th of September, 1870.

M. C. MEIGS,
Quartermaster-General,
8 19 6t Brevet Major-General, U. S. A.

FIRE AND BURGLAR PROOF SAFE
J. WATSON & SON,
Of the late firm of EVANS & WATSON,
FIRE AND BURGLAR-PROOF
SAFE STORE,
No. 53 SOUTH FOURTH STREET,
8 3 5 A few doors above Chesnut st., Philada.

Corn Exchange Bag Manufactory
JOHN T. BAILEY,
N. E. Cor. WATER and MARKET Sts
ROPE AND TWINE, BAGS and BAGGING, for Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.
JOHN W. EVERMAN,
No. 10 CHURCH Street (City Stores).

ALEXANDER G. CATTELL & CO., PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WHARVES AND No. 27 NORTH WATER STREET, PHILADELPHIA.
ALEXANDER G. CATTELL. ELIJAH CATTELL.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7·30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6·35 P. M.; arrives in Philadelphia at 9·25 P.M.

MORNING EXPRESS.

At 8·15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7·30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3·30 P. M. for Reading, Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6·25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8·40 A. M. Returning, leaves Philadelphia at 4·00 P. M.; arrives in Pottstown at 6·15 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leave Pottsville at 5·40 A. M. and 4·20 P. M., and Reading at 7·30 A. M. and 6·35 P. M., stopping at all way stations; arrive in Philadelphia at 10·20 A. M. and 9·25 P. M.

Returning, leaves Philadelphia at 5·15 P. M.; arrives in Reading at 7·55 P. M., and at Pottsville at 9·40 P. M.

Morning Express trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harrisburg at 2·50 P. M., and Pottsville at 2·50 P. M., arriving at Philadelphia at 7·00 P. M.

Harrisburg Accommodation leaves Reading at 7·15 A. M. and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·35 P. M., arriving in Philadelphia at 9·25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12·30 noon, for Reading and all way stations; leaves Pottsville at 5·40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3·15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4·25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroads.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·30, and 4·00 P. M. trains from Philadelphia. Returning from Downingtown at 6·20 A. M., 12·45, and 5·15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7·30 A. M., 12·30, and 5·15 P. M. trains from Philadelphia, returning from Schwenksville at 6·45 and 8·05 A. M., 12·45 noon, and 4·15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7·30 A. M. and 4·00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7·00 and 11·00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leave New York at 9·00 A. M. and 5·00 P. M., passing Reading at 1·45 and 10·05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5·35 A. M. and 8·50 A. M., passing Reading at 7·23 A. M. and 10·40 A. M., arriving at New York 12·05 noon and 3·50 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8·10 A. M. and 2·50 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6·30 and 11·30 A. M., and 6·50 P. M., returning from Tamaqua at 8·35 A. M., and 1·40 and 4·50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8·55 A. M. for Pinegrove and Harrisburg, and at 12·05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3·40 P. M., from Brookside at 3·45 P. M., and from Tremont at 6·25 A. M. and 5·05 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at $47·00 each, for families and firms.

SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2·15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4·35 A. M., 12·30 noon, 5 and 7·15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:—

FROM PHILADELPHIA.

6·45 A.M., for B. C. Junction, stops at all stations.
7·15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.
9·40 A. M. for West Chester stops at all stations.
11·50 A. M. for B. C. Junction stops at all stations.
2·30 P. M. for West Chester stops at all stations.
4·15 P. M. for B. C. Junction stops at all stations.
4·45 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
5·30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.
6·55 P. M. for West Chester stops at all stations.
11·30 P. M. for West Chester stops at all stations.

FOR PHILADELPHIA.

5·25 A. M. from B. C. Junction stops at all stations.
6·30 A. M. from West Chester stops at all stations.
7·40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
8·15 A. M. from B. C. Junction stops at all stations.
10·00 A. M. from West Chester stops at all stations.
1·05 P. M. from B. C. Junction stops at all stations.
1·55 P. M. from West Chester stops at all stations.
4·55 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
6·55 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9·00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

ON SUNDAYS,

8·05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
2·30 P. M. for West Chester stops at all stations.
4·30 A. M. from West Chester stops at all stations.
7·50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

W. C. WHEELER, Sup't.

RAILROAD LINES.

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 6·30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3·30 P. M., Accommodation, via Camden and Jersey City.

VIA NEW JERSEY SOUTHERN RAILROAD.

At 7 A. M. and 3·30 P. M. for New York, Long Branch, and intermediate places.

At 6 P. M., for Amboy and intermediate stations.

At 6·30 A. M., 2 and 3·30 P. M. for Freehold.

At 8 and 10 A. M., 12 M., 2, 3·30, and 5 P. M. for Trenton.

At 6·30, 8, and 10 A. M., 12 M., 2, 3·30, 5, 6, 8, and 11·30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

At 6·30 and 10 A. M., 12 M., 3·30, 5, 6, 8, and 11·30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.

At 6·30 and 10 A. M., 12 M., 5, 6, 8, and 11·30 P. M. for Fish House.

The 11·30 P. M. line leaves from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 7·30 A. M., 2·30, and 5, P. M. for Trenton and Bristol, and at 10·45 A. M. and 6 P. M. for Bristol.

At 7·30 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.

At 7·30 and 10·45 A. M., 2·30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12·30, 5·15, and 7·30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 10·45 A. M., 12·30, 2·30, 5·15, 6, and 7·30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

FROM WEST PHILADELPHIA DEPOT,
Via Connecting Railroad.

At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M., New York Express Lines, and at 11·30 P. M., Emigrant Line, via Jersey City.

At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M. for Trenton and Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9·30 A. M., 6·45 and 12 P. M. Lines will run daily. All others Sundays excepted.

Sunday Lines leave at 9·30 A. M., 6·45 P. M., and 12 night.

BELVIDERE DELAWARE RAILROAD LINES,
FROM KENSINGTON DEPOT.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7·30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

The 7 A. M. and 3·30 P. M. Lines leave from Walnut street wharf.

At 7 and 9 A. M., 1, 2·15, 3·30, 5, and 6·30 P. M., and on Thursday and Saturday nights at 11·30 P. M. for Merchantville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2·15 and 6·30 P. M. for Lumberton and Medford.

At 7 and 9 A. M., 1, 3·30, and 5 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 7 and 10 A. M., 1 and 3·30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3·30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.

August 1, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, JUNE 6, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11·30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11·45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Philadelphia. The 7·15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6·45 A. M. and 4·00 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9·00 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8·00 A. M.; returning, left West Grove at 3·55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE.
NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH.

An ACCOMMODATION TRAIN in the morning and
AN EXPRESS TRAIN
in the Afternoon from each end of the route.
THE EXPRESS TRAIN
will be furnished with
SPLENDID PALACE CARS.
NO CHANGE OF CARS
BETWEEN PHILADELPHIA AND SANDY HOOK.
ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.

ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:—

LEAVE NEW YORK,

from Pier No. 28 NORTH River, foot of Murray street, at 6·45 A. M. Accommodation and 4·30 P. M. Express.

LEAVE PHILADELPHIA,

from foot of WALNUT Street, at 7·00 A. M. Accommodation and 3·30 P. M. Express.

The NARRAGANSETT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with *unequalled accommodations*, and will make the connection between New York and Sandy Hook.

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN *in a style unsurpassed by any Hotel in America.*

Fare between Philadelphia and New York......$3·00
" " " " Long Branch... 2·50

For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."

6 27 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS.

On and after MONDAY, April 4, 1870, trains will run as follows:—

LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue—

For PORT DEPOSIT at 7 A. M. and 4·30 P. M.

For OXFORD, at 7 A. M., 4·30 P. M. and 7 P. M.

For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2·30 P. M., 4·30 P. M., and 7 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4·30 P. M., leaving Oxford at 6·05 A. M., and leaving Port Deposit at 9·25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 4 1

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JULY 10, 1870.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Mail Train	8·00 A. M.
Paoli Accommodation,10 A. M. & 12·50 and	7·10 P. M.
Fast Line	12·30 P. M.
Erie Express	11·00 A. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·10 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Pittsburg Express	10·30 P. M.
Way Passenger	11·30 P. M.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.

Cincinnati Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8·40 A. M.; arrives at Paoli at 9·40 A. M. Sunday Train No. 2 leaves Philadelphia at 6·40 P. M.; arrives at Paoli at 7·40 P. M.

Sunday Train No. 1 leaves Paoli at 6·50 A. M.; arrives at Philadelphia at 8·10 A. M. Sunday Train No. 2 leaves Paoli at 4·50 P. M.; arrives at Philadelphia at 6·10 P. M.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	3·10 A. M.
Philadelphia Express	6·30 A. M.
Erie Mail	6·30 A. M.
Paoli Accommodat'n, 8·20 A. M. & 3·30 &	6·40 P. M.
Parkesburg Train	9·00 A. M.
Fast Line and Buffalo Express	9·35 A. M.
Lancaster Train	11·55 A. M.
Erie Express	5·40 P. M.
Lock Haven and Elmira Express	9·40 P. M.
Pacific Express	12·20 P. M.
Harrisburg Accommodation	9·40 P. M.

For further information apply to
JOHN F. VANLEER, JR., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

SUMMER ARRANGEMENT.
Takes effect May 16, 1870.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7·00 A. M. (Accommodation) for Fort Washington.

At 7·35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8·25 A. M. (Accommodation) for Doylestown.

9·45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

11 A. M. (Accommodation) for Fort Washington

1·15, 3·30, and 5·20 P. M., for Abington.

1·45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

2·30 P. M. (Accommodation) for Doylestown.

At 3·20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk.

4·15 P. M. (Mail) for Doylestown.

5·00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6·20 P. M. (Accommodation) for Lansdale.

8·00 and 11·30 P. M. (Accommodation) for Fort Washington.

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM

Bethlehem at 8·55, and 10·35 A. M.; 2·15, 5·05, and 8·25 P. M.

Doylestown at 8·25 A. M., 4·40 and 7·05 P. M.

Lansdale at 7·30 A. M.

Fort Washington at 9·20 and 11·20 A. M., 3·10 and 9·45 P. M.

Abington at 2·35, 4·55, and 6·45 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9·30 A. M.

Philadelphia for Doylestown at 2·00 P. M.

Philadelphia for Fort Washington at 8·30 A. M. and 7·00 P. M.

Doylestown for Philadelphia at 6·30 A. M.

Bethlehem for Philadelphia at 4·00 P. M.

Fort Washington for Philadelphia at 9·30 A. M. and 8·10 P. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.

May 16, 1870. ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD.
TIME TABLE.
On and after MONDAY, July 18, 1870.
FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 2½, 3¼, 3¾, 4, 4¾, 5·05, 5¾, 6, 6½, 7, 8, 9, 10·05, 11, 12 P. M.

Leave Germantown 6, 6·55, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 3¾, 4, 4¾, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P.M.

The 8·20 down train, and 2½, 3¾, and 5¾ up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9¼ A. M., 2, 4·05, 7, and 10¾ P. M.

Leave Germantown at 8¼ A. M., 1, 3, 6, and 9¾ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 2½, 3¾, 5¾, 7, 9, and 11 P. M.

Leave Chesnut Hill 7·10, 8, 9·40, and 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9¼ A. M., 2 and P. M.

Leave Chesnut Hill at 7·50 A. M., 12·40, 5·40, and 9·25 P. M.

Passengers taking the 6·55, 9 A. M., and 6½ P. M. trains from Germantown will make close connections with the trains for New York at Intersection Station.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5, 5½, 6¼, 8·05, 10, and 11¾ P. M.

Leave Norristown 5½, 6·25, 7, 7¾, 8·50, and 11 A. M., 1½, 3, 4½, 6¼, 8, and 9½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7¼ P. M.

Leave Norristown 7 A. M., 1, 5½, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5, 5½, 6¼, 8·05, 10, and 11¾ P. M.

Leave Manayunk 6, 6·55, 7½, 8·10, 9·20, and 11½ A. M., 2, 3½, 5, 6¾, 8½, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7¼ P. M.

Leave Manayunk 7½ A. M., 1½, 6½ and 9½ P. M.

PLYMOUTH RAILROAD.

Leave Philadelphia 5 P. M.

Leave Plymouth 6¾ A. M.

The 7¼ A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Wissinoming, Manayunk, Green Tree, and Conshohocken.

Passengers taking the 7, 9·05 A. M. and 6½ P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 9½ A. M. and 5 P. M. trains from New York connect with the 1 and 8 P. M. trains from Germantown to Ninth and Green streets.

5 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.
OXFORD at 6·05 A. M., 10·35 A. M., and 5·30 P. M.
CHADD'S FORD at 7·26 A. M., 12·00 M., 1·30 P. M., 4·45 P. M., and 6·49 P. M.

Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD,
4 1 General Superintendent.

AUCTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH STREET.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street: rear entrance No. 1107 Sansom street.

BY BARRITT & CO., AUCTIONEERS,
CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge. 11 24†

CONCERT HALL AUCTION ROOMS, No. 1219 CHESNUT Street.
T. A. McCLELLAND, AUCTIONEER.

Personal attention given to sales of household furniture at dwellings.

Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thursday.

For particulars see "Public Ledger."

N. B.—A superior class of furniture at private sale

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

SALE OF 2000 CASES BOOTS, SHOES, TRAVELLING BAGS, ETC.,
On Tuesday Morning,
Aug. 23, at 10 o'clock, on four months' credit. 8 17 5t

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS.
On Thursday Morning, [8 19 5t
August 25, at 10 o'clock, on four months' credit.

MARTIN BROTHERS, AUCTIONEERS.—(Lately Salesmen for M. Thomas & Sons.) No. 704 Chesnut st., rear entrance from Minor.

Sale at No. 616 Spruce street.
CHOICE ANTIQUE FURNITURE,
THE SELECTION OF MR. WM. KULP.
On Monday Morning,

Aug. 29, at 10 o'clock, by catalogue, at No. 616 Spruce street, a selection of choice Antique Furniture, including—Three especially fine high case clocks, with bronze dials, in perfect condition; curious tables; chairs; bedsteads; cases of drawers; bureaus; secretaries; William Penn studio chair; looking glasses; Nankin and antique china and glassware; curious mantel ornaments; very fine old and rare engravings, framed; complete set andirons; shovel and tongs; bellows and foot stool to match; fine carpets, etc. 8 13 13t

JOSEPH PENNEY,
AUCTIONEER,
No. 1307 CHESNUT STREET. [5 28 tf

IN ST. LOUIS, MO.
AUCTION HOUSE OF
HARVEY & TYLER,
Nos. 119, 121, and 123, corner FIFTH and PINE Streets, ST. LOUIS, MISSOURI.

We have a large and commodious Building erected by us expressly for the Auction and Commission business.

St. Louis is known to be the most reliable auction market in the West.

Cash advanced on Consignments.

Our Commissions from six to ten per cent.

We refer to the Bankers and Merchants of St. Louis, Mo. G. A. ENO,
No. 732 CHESNUT Street, Philadelphia,
8 12fmw2m General Agent.

IN LOUISVILLE, KY
GEORGE W. ANDERSON. H. C. STUCKY.
THOMAS ANDERSON & CO.
(Established 1826).
AUCTIONEERS AND COMMISSION MERCHANTS
LOUISVILLE, KY.

Business strictly Commission. All auction sales exclusively for cash.

Consignments solicited for auction or private sales.

Regular auction sales of boots, shoes, and hats every Thursday.

Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [3 19 6m

RAILROAD LINES.

PHILADELPHIA AND ERIE RAILROAD.
SUMMER TIME TABLE.

On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Erie Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.

MAIL TRAIN leaves Philadelphia	10·20 P. M.
" " Williamsport	8·00 A. M.
arrives at Erie	7·40 P. M.
ERIE EXPRESS leaves Philadelphia	10·50 A. M.
" " Williamsport	8·15 P. M.
" arrives at Erie	7·25 A. M.
ELMIRA MAIL leaves Philadelphia	7·50 A. M.
" " Williamsport	6·00 P. M.
" arrives at Lock Haven	7·20 P. M.
BALD EAGLE MAIL leaves Williamsport	1·30 P. M.
" " " arrives at Lock Haven	2·45 P. M.

EASTWARD.

MAIL TRAIN leaves Erie	8·50 A. M.
" " Williamsport	9·25 P. M.
" arrives at Philadelphia	6·20 A. M.
ERIE EXPRESS leaves Erie	9·00 P. M.
" " Williamsport	8·15 A. M.
" arrives at Philadelphia	5·30 P. M.
ELMIRA MAIL leaves Williamsport	9·45 A. M.
" arrives at Philadelphia	9·50 P. M.
BUFFALO EXP. leaves Williamsport	12·25 A. M.
" " Harrisburg	5·20 A. M.
" arrives at Philadelphia	9·25 A. M.
BALD EAGLE MAIL leaves L. Haven	11·35 A. M.
" " arr. Williamsp't	12·50 P. M.
BALD EAGLE EX. leaves Lock Haven	9·35 P. M.
" " " arr. Williamsport	10·50 P. M.

Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN,
General Superintendent.

CAMDEN AND ATLANTIC RAILROAD
SHORTEST ROUTE TO THE SEA SHORE.
THROUGH IN 1½ HOURS.
FIVE TRAINS DAILY TO ATLANTIC CITY.

On and after SATURDAY, July 2, 1870, trains will leave VINE STREET FERRY as follows:—

Special Excursion (when engaged)	6·15 A. M.
Mail	8·00 A. M.
Freight (with passenger car)	9·45 A. M.
Express (through in 1½ hours)	3·30 P. M.
Atlantic Accommodation	4·15 P. M.
Returning leave Atlantic—	
Special Excursion	5·35 P. M.
Mail	4·35 P. M.
Freight (with passenger car)	11·50 A. M.
Express (through in 1½ hours)	7·24 A. M.
Atlantic Accommodation	6·06 A. M.

An extra Express Train (through in 1½ hours) will leave Vine Street Ferry every Saturday, at 2 P. M. Returning, leave Atlantic City, Monday, 9·40 A. M.

LOCAL TRAINS LEAVE—

For Haddonfield, 10·15 A. M., 2 P. M. and 6 P. M.

For Atco and intermediate stations, 10·15 A. M and 6 P. M.

Returning, leave—

Haddonfield at 7·15 A. M., 1 P. M., and 3 P. M

Atco, at 6·22 A. M. and 12·15, noon.

ON SUNDAYS.

Leave Vine Street Ferry at	8·00 A. M.
" Atlantic City at	4·35 P. M.

The Union Transfer Company, No. 828 Chesnut street (Continental Hotel), and No. 116 Market street, will call for baggage and check to destination.

Additional ticket offices have been located at No. 828 Chesnut street and No. 116 Market street for the sale of through tickets only.

Passengers are allowed to take wearing apparel only as baggage, and the Company will not be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same.

D. H. MUNDY,
6 28 Agent.

WEST JERSEY RAILROADS.
SUMMER ARRANGEMENTS.
COMMENCING THURSDAY, JUNE 30, 1870.

Leave Philadelphia, foot of Market street (upper ferry), at

8·00 A. M., Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations.

9·00 A. M. Mail and Express for Cape May.

11·45 A. M., Woodbury Accommodation.

3·15 P. M., Accommodation for Cape May, Millville, Vineland, and way stations below Glassboro.

3·30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations.

4·00 P. M., Fast Express, for Cape May only.

5·45 P. M., Passenger for Swedesboro and Clayton, stopping at all stations on signal.

Sunday Mail Train leaves Philadelphia at 7·15 A. M.; returning, leaves Cape May at 5·10 P. M.

Commutation tickets at reduced rates between Philadelphia and all stations.

Cape May Season Tickets, good for four months from date of purchase, $50. Annual Tickets, $100.

Freight Train leaves Camden daily at 9·20 A. M., stopping at all stations between Glassboro and Cape May, and 12 o'clock noon for Swedesboro, Salem, and Bridgeton.

Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 228 S. Delaware avenue.

8 15 WM. J. SEWELL, Superintendent.

CARPET AND CLOTH ROLLING AND Shearing Machines roll the piece solid, retaining width and length.
GEORGE C. HOWARD,
5 9 m† No. 17 South EIGHTEENTH Street.

SECOND EDITION

LATEST BY TELEGRAPH.

WAR REPORTS BY CABLE

The Victorious Prussians.

Way Open to Paris!

Crown Prince on the March

Peace Yet Impossible!

Napoleon Laments His "Betrayal."

Bismarck's Regiment Destroyed

Desperate Strait of the French.

The Battle of Woerth.

Edmond About's Experience.

Proceedings of the Corps Legislatif.

PARIS, Aug. 19.—In the Corps Legislatif last evening, Count de Palikao, Minister of War, took the floor, and in response to an inquiry made an explanation relative to the fact of

General Trochu

being declared Governor of Paris.

The Government regarded it as a wise movement, he said, to confide the defense of the city of Paris to a person eminently qualified to increase the security of peace in the minds of citizens.

General Trochu will be replaced in command of the corps of reserves that were formerly under his command.

Reported Prussian Disasters.

Count de Palikao then informed the Corps that it was certain the Prussians had suffered severely in the late engagements. Their centre had been especially crippled. They had tried to retreat to St. Michael, but were not able to effect a junction with the Prince Royal.

Bismarck's Regiment Totally Destroyed.

The entire regiment of White Cuirassiers, under command of Count von Bismarck, was totally destroyed near Schlettstadt. The French peasants attacked a detachment of Prussian dragoons and made them prisoners.

The Count then dwelt upon the fact that a despatch from Brussels, emanating from a Prussian source, made no mention of these French victories.

The remarks of the Minister were received enthusiastically by the Deputies.

The London "Times" on the Situation.

The *Times*, in its article on the situation to-day, says:—The road to Paris is open to the Crown Prince, who may leave Prince Frederick Charles to watch Marshal Bazaine.

The Blockade of Hamburg.

A Hamburg letter says people there are quite reconciled to the blockade, adapting their business to its requirements.

No Peace yet Possible.

The *Morning Post* says semi-officially:—"No peace negotiations are afoot. The government is satisfied that France will not treat until she has done retreating. All turns on the capture of Paris."

Prince Murat.

The *Post* also denies the story recently published of the presence of Prince Murat in England.

The French Army Cut in Two and the Road to Paris Open.

The *Times* publishes a special telegram from Berlin this morning, which contains the following intelligence:—

The French army has been separated by the victory of the Prussians at Mars-la-Tour. The main body has been forced back on Metz and brought to a stand by the first and second German armies, under Prince Frederick Charles and General Steinmetz. The road is now open to Chalons for the Crown Prince, who has only General Trochu and some fragments of Marshal MacMahon's corps to encounter on the way. The decisive event impends.

French Official Report of the Battle of Metz.

PARIS, Aug. 19.—The following was issued to-day:—

GENERAL HEADQUARTERS, Aug. 18—5 P. M.—In the encounter of August 16th instant the corps of General Ladmirault formed the extreme right of the army. A battalion of the 73d Regiment of the line destroyed a Prussian regiment of lancers, and took its colors. There have been many brilliant cavalry charges, in one of which General Le Grand was killed at the head of his division. General Montaign is missing. The Prussian Generals Doering and Wedel were killed, and Generals Gironter and Von Rauch were wounded.

Prince Albert (?) of Prussia, commanding the cavalry, was killed. The following morning we were masters of the position previously occupied by the enemy.

On the morning of the 17th several combats with the rear guard took place near Gravelotte.

The force of the enemy in the battle of the 16th may be approximately estimated at 150,000 men.

We have not yet the exact figures of our losses.

Execution of Prussian Spies.

PARIS, Aug. 19.—The journals this morning say that nineteen Prussian spies have lately been arrested, and after trial and condemnation by a Council of War, they were shot at Fort de Montrouge.

Among the executions were five officers of the enemy's *etat major* who were arrested some days since in the plain of Satory, near Fort d'Ivry. These spies were disguised and were taking notes of the plans of fortifications.

Napoleon Says he has been Betrayed.

The following despatches are from private sources:—

LONDON, Aug. 19—11·30 A. M.—The *Daily News* of this morning contains a despatch from Brussels which says Napoleon suffers from febrile monomania. He cries out that he has been betrayed.

The French Disaster at Metz.

The London *Times* of this morning says a despatch from Berlin states that the French armies were separated at Mars-la-Tour, and the main army at Metz was checked by the 1st and 2d armies of Prussia.

The March to Chalons.

The Crown Prince, with three army corps, is now marching to attack General Frossard at Chalons.

Desperate Strait of Bazaine's Army.

The despatch adds that Marshal Bazaine must cut his way through the German army, or the army of the Rhine will be forced to capitulate.

The Situation at Metz.

LONDON, Aug. 19—8·30 A. M.—Part of the French army has been forced back to Metz. The position there is regarded as very critical.

More Peace Rumors.

It is believed that preliminary negotiations for peace are under discussion here.

The Battle of Woerth—Edmond About's Experience.

PARIS, Thursday, Aug. 18.—Edmond About describes the scenes after the battle of Woerth, as follows:—

"One sees solid regiments, who proudly retreat, while a few bad soldiers, disbanded, lost, demoralized, and disarmed, throw themselves desperately into each by-path. I arrived just in time to stop three wretched Turcos, mounted on artillery horses, as they were entering an old quarry with the hope of making a short cut from the field. Our artillery must have been roughly used, so many caissons pass along the road without guns. But here comes one or two regiments of the line quite firm, tolerably complete in numbers, rifle on shoulder and knapsack on back. Behind them Marshal MacMahon, calm, dignified, almost smiling, and fresh as a rose. I salute him as he passes. He responds without noticing me. One of his aids, M. d'Alzac, names me. Then the old hero stops, and tells me quite simply the story of his defeat thus:—'I had only 35,000 men, and I found 150,000 in front of me. We have given way before numbers. They have killed or wounded about 5000 men. But we shall have our revenge. Explain this to the public. But where are you going in that direction?' 'To Saverne,' I reply. 'You will be captured. The Prussians will be there in two hours,' says the General. 'I have my wife and children there,' I answer. 'God preserve you. Do not fail to say that the *morale* of the troops is excellent." We shake hands.

"I exchange a few pleasant words with M. d'Alzac, and I search vainly in the ranks of the staff as it moves on for the laughing and kindly face of M. de Vogue, officer of ordnance. This fine young man, full of promice, was killed by a bullet through the forehead, and General Colson with a bullet through the heart. Both of them were struck down by the side of the Marshal, who was reckless of his life. Last comes a regiment of Turcos, the most complete and finest of the three. These fellows have not thrown away their knapsacks nor their arms. One of the first comes out of the ranks and clasps me around the neck. It is Albert Dury, a fellow-journalist, and the excellent fellow begins by telling me: "I have been to your house; it is empty. All your people are safe but you. I, as you see, am firm as a post. Oh, my poor friends! What a disaster! We will repair it, though." He runs off and disappears in the motley crowd of his comrades. A little further on I saw a civilian dressed in a short coat of grey velvet, who marches like an officer between two companies of the line. It is M. Guildran, the artist of the *Illustration*, an old friend of the day before yesterday. He carries his portefolio acrost his back, and to-morrow morning at Pfazburg he will, no doubt, make a sketch of this shameful retreat.

This Morning's Quotations.

LONDON, Aug. 19—12 M.—Consols open at 91¾ for money and 91⅞ for account. American securities firmer and higher. United States 5-20s, 1862s, 88⅝; 1865s, old, 87⅝; 1867s, 86⅞; 10-40s, 83. Stocks steady; Erie, 18; Illinois Central, 110; Great Western, 23.

LIVERPOOL, Aug. 19—12 M.—Cotton opens firm; middling uplands, 8⅝d.; middling Orleans, 9d. The sales are estimated at 12,000 bales. Sales of the week 71,000 bales, of which 14,000 were for export and 5000 for speculation. Stock on hand 529,000 bales, 246,000 of which are American. Receipts of the week 22,000 bales, of which 4000 are American. Flour, 25s. Lard, 72s. 6d. Refined Petroleum, 1s. 5½d.

LONDON, Aug. 19—12 M.—Turpentine easier at 29s.

HAVRE, Aug. 18.—Cotton firm, on the spot, at 98f.; afloat, nominal.

PARIS, Aug. 19.—The Bourse closed firm yesterday. Rentes, 64f. 15c.

FROM THE WEST.

Alleged Embezzlement.

ST. LOUIS, Aug. 19.—J. M. Edgar, clerk, and Benjamin F. Reynolds, manager of the branch office of the Wheeler & Wilson Sewing Machine Company, in the lower part of the city, were arrested yesterday for robbing the main office of about $1000 worth of property.

West Point Cadetship.

John P. Weisser, of this city, has been awarded the vacant cadetship at West Point for the Second Congressional district of this State.

FROM NEW YORK.

Fire at Auburn.

AUBURN, Aug. 19.—At 12 o'clock last night a fire broke out in the sash and blind factory and planing mill of Evarts Brothers. The building, which was of wood, and the valuable machinery contained in it, were destroyed. Loss $10,000; insurance $8000.

FROM NEW ENGLAND.

Fire in Springfield.

SPRINGFIELD, Aug. 19.—A fire broke out at 1 o'clock last night in Richmond's stables, on Sanford street, and extended rapidly to Walker's and Sceery's blocks, on the same street, both of which were destroyed. The loss is heavy.

CITY INTELLIGENCE.

SAMUEL VAUGHAN MERRICK.

Meeting of Port Wardens—Resolutions of Respect.

A special meeting of the Board of Port Wardens was held this afternoon at their office, No. 119 Walnut street, for the purpose of paying the respect due the deceased as the President of the Board.

On motion of George W. Hacker, Esq., the meeting came to order by calling E. Harper Jeffries, Esq., to the chair, on taking which Mr. Jeffries paid a high compliment to the deceased.

Samuel J. Christian, Esq., after alluding to the high estimation in which the deceased was held by the community, moved for the appointment of a committee to draft suitable resolutions. This was agreed to and the Chairman named S. J. Christian, George W. Hacker, and William M. Greiner.

The committee retired and in a few minutes returned and reported the following preamble and resolutions, which were unanimously adopted:—

Whereas, It has pleased the Sovereign Ruler of the universe to take from among us Samuel V. Merrick, our late President, and

Whereas, In all the relations of the deceased with his fellow-members of this board he uniformly exhibited not only the utmost courtesy but that marked and friendly interest in the individual welfare of each that was so fully in keeping with his character as a Christian and as a man; therefore

Resolved, That we tender to the family and friends of our deceased President our heartfelt sympathy in this the hour of their great affliction.

Resolved, That as a mark of respect to the memory of the deceased we will attend his funeral in a body.

John W. Everman, Esq., seconded the resolutions in a few appropriate remarks, after which the board adjourned.

THE SECOND CONGRESSIONAL DISTRICT—THE REPUBLICAN CONTEST IN THE HANDS OF THE STATE CENTRAL COMMITTEE.—John V. Creely, Esq., who claims to have been defrauded of the Republican nomination for Congress in the Second district, is not content with the decision of the City Executive Committee, which has recognized Hon. Charles O'Neill as the nominee. Mr. Creely from the first denied the right of the city committee to interfere in the matter, on the ground that any question affecting a Congressional district was a State matter, and therefore should be referred to the State Central Committee. He accordingly repaired to Altoona, where the State Committee met on Tuesday last, and submitted his case to that organization. It sustained him in his claim, and referred the question of contest to the executive committee of the general committee. This body will sit in this city and hear testimony on both sides, after which they will report to the general committee.

INCENDIARISM.—About 10 o'clock yesterday morning a fire occurred amongst some straw in the cellar of the private stable of a Mr. Sykes, situated on Clapier street, near Wissahickon avenue, Germantown. The servants of the family, with the aid of the garden hose and several buckets of water, succeeded in keeping the flames down until the arrival of the firemen, when the fire was, as was supposed, extinguished. About 1 o'clock P. M., however, as Fire Marshal Blackburn was examining into the affair, the flames broke out a second time, from beneath a pile of kindling wood, where they had been smouldering for some time. An alarm was again sounded, and the firemen soon arrived. Meantime the hands on the place removed everything of value from the building. Considerable difficulty was experienced in getting water, and before it could be obtained the place was damaged to the extent of $1000. The building was owned by Mr. Sykes, and was insured for $1000 in the Green Tree Insurance Company.

U. S. COMMISSIONER'S CASE.—Before United States Commissioner C. P. Clarke, to-day at noon was arraigned one Herman Anger, on the charge of fraudulently dealing in cigars, untaxed and unstamped.

Alfred Stimmel testified as follows:—I am an Assistant Assessor of the Second District of Pennsylvania: I saw the defendant yesterday for the first time; he had in his possession ten boxes of cigars containing 100 each; they were neither properly taxed or stamped; they were old boxes with old stamps on them, cancelled in 1869 and May, 1870. The cigars were fresh, having been made within one month; he stated that he offered them for sale for the purpose of raising money to pay his rent.

The accused was held in $500 bail to answer.

RUNAWAY.—About 10 o'clock this morning a horse attached to a milk wagon, and driven by a boy, became frightened at some object in the neighborhood of Eighth and Callowhill streets and dashed off. At Eighth and Willow streets the frightened animal ran into a mule team attached to a train of freight cars. One of the mules had a leg broken and was soon despatched; another was also badly injured. Strange to say, the lad and the runaway animal both escaped all injury.

MURDEROUS ASSAULT.—Yesterday afternoon the attention of a policeman was called to a row going on in the yard of a house on Twenty-fourth street above Hare, and entering he found two men fighting, one on top of the other, and the under one flourishing a knife. Separating them, he learned that the under one, named John F. Kelley, had made an assault upon the other with the intent of killing him. Alderman Pancoast held John in $800 bail to answer.

ANOTHER RAID.—Last night Lieutenant Flaherty, with a squad of men, made a raid upon the low women that nightly infest the Eighth ward with their presence, and arrested eighteen of them. One of their number, named Eliza McGlenn, alias the Bully, made an assault upon Officer Thompson, and beat him severely. For this she was sent to prison in default of bail. The others were fined and discharged.

ATTEMPTED SUICIDE.—About 8½ o'clock this morning three of the Schuylkill Harbor Police force saw a woman at Arch street wharf, acting rather suspiciously. Approaching her they learned that she had come from Canada, had no friends, could obtain no work, and was going to commit suicide. She was sent to the Almshouse. She gives the name of Ellen Megee.

RUN OVER.—Early this morning Isabella Tierney, residing No. 513 Lombard street, was run over by a hay wagon at Fourth and South streets, and severely injured about the body. She was removed to a drug store near by, where her wants were attended to, and thence to her home.

FIRE AND ACCIDENT.—About 10·15 last P. M. a fire occurred in Lloyd's coal oil refinery, at Gibson's Point. During its continuance one of the workmen, named Daniel Fennel, was badly burned about the head and face.

SERIOUS ACCIDENT.—Eaton Howard, aged 35 years, residing at No. 317 Bainbridge street, was badly injured this morning about the back by a bar of iron falling on him, at Washington street wharf. He was taken to the Second District Station House.

ANKLE SPRAINED.—This morning, Samuel Cotton, aged forty-five years, residing No. 525 North Twenty-fifth street, fell on the curbstone at Eleventh and Jefferson streets, and sprained his ankle. He was taken to St. Joseph's Hospital.

FROM Turner & Co. we have received *Every Saturday*, *Appleton's Journal*, *Our Boys and Girls*, and the September number of *The Transatlantic*. The Central News Company, No. 505 Chestnut street, sends us the latest numbers of *Punch* and *Fun*.

UNSUCCESSFUL.—About 4 o'clock this morning the dwelling No. 146 Brown street was entered by thieves, who fortunately were frightened off before obtaining any plunder.

FINE DRESS, IMPROVED SHOULDER-SEAM
PATTERN SHIRTS,
MADE BY R. EAYRE,
ONLY, 184 wfm4m8p
58 N. SIXTH St., below Arch.

THIRD EDITION

LATER WAR NEWS.

The Demands of Prussia.

Battle of Longueville.

French Official Report.

The Prussian "Secret" Service.

AFFAIRS AT THE CAPITAL.

Naval Officers and Surveyors.

The Freedmen's Bureau.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

General Le Bœuf.

PARIS, Aug. 19—The report that the wife of General Le Bœuf is a Prussian lady is contradicted.

The Prussian Secret Service.

The authorities continue to arrest suspected parties. Many discoveries have been made of arms and papers, demonstrating a widely extended system of Prussian spying throughout France. The public has been greatly excited by these important developments, and demand imperatively that the severest punishment be meted out to such enemies.

Patriotism of Brittainy.

Despatches from Brittany mention the patriotic ardor of the entire population. Volunteering in all parts of the empire is constant and enthusiastic.

The Battle of Longueville.

The *Figaro* to-day has the following details of the battle of Longueville:—

The battle occurred at Borny, four kilometres (about 2½ miles) from Metz, and not at Longueville, as has been stated. The battle occurred on Sunday. Half of our army, which was about 200,000 strong, were passing the Moselle at that place on one bridge. The Prussians made a mistake and attacked about an hour too soon. The corps of General L'Admirault and De Caen were able to face the enemy in about half an hour from the time the first attack was made.

The Prussians had evidently a plan of the fortifications of Metz, but which apparently did not contain any indication of Fort St. Quintin, for in trying to avoid Fort St. Julien they marched directly towards Fort St. Quintin, which, when they came within easy range, opened very destructive fire on them. In their confusion, the Prussians retreated and came within range of the guns of Fort St. Julien, which also opened fire, increasing the loss of the enemy. The Prussians then attacked another point of our position, which was defended by only one regiment of infantry and a masked battery of mitrailleuses.

The latter immediately uncovered and made great havoc in the ranks of the Prussians. Firing ceased at half-past 7 in the evening, having lasted from 4 o'clock. We had about one thousand killed and perhaps as many wounded. The Prussians sent a flag of truce demanding an armistice for the purpose of burying the dead. They admitted the loss of 8000 thousand killed. The armistice was refused. In this battle the 1st Corps of Prussians was commanded by General Manteuffel and the 7th Corps by Count Zastrow. They had 50,000 infantry, 33,000 cavalry, and 96 guns.

The Demands of Prussia.

[The following important private despatch has been received by Messrs. D. C. Wharton Smith & Co., bankers of Philadelphia.]

LONDON, 1 P. M.—The demands of Prussia if negotiations for peace are entertained are that King William be declared Emperor of Germany, the province of Alsace, including Strasburg, to be given to Baden, the Orleans family restored and Napoleon to be deposed.

General Trochu is Governor of Paris. The city is declared in danger.

The Crown Prince is marching to attack Frossard, and Bazaine will be compelled to cut his way through the German army.

Prince Albert, nephew of King William, and General Legrand were killed yesterday.

FROM WASHINGTON.

Naval Officers and Surveyors.

Special Despatch to The Evening Telegraph.

WASHINGTON, Aug. 19.—The Attorney-General has decided that the eighth section of the General Appropriation act of July 12, 1870, does not repeal the act of March 3, 1851, so far as relates to the compensation of naval officers and surveyors at the ports of Boston, New York, Philadelphia, Baltimore, and New Orleans. He decides that this section gives to naval officers and surveyors the maximum compensation of $5000 and $4500, respectively, out of any and all lawful fees and emoluments.

Treasury Department Applications.

Four thousand applications for appointments in the Treasury Department are on file, and as the force is being reduced instead of increased, the chances of applicants are not very encouraging.

The Freedmen's Bureau

has issued a circular stating that arrangements have been made at the Freedmen's Hospital in this city for the care of disabled colored soldiers not provided for by existing laws. Applicants entitled to benefits will be furnished free transportation from their homes.

A French Mail.

Application has been made to the Postmaster-General by W. H. Webb, of New York, to despatch a French mail to Havre on Tuesday next, per steamer Guiding Star, and has been granted. This mail will take both letters and printed matter, the compensation being the aggregate sea and inland postage, but no subsidy. This is the first American steamer that has carried a European mail for several years, and if Mr. Webb desires to continue the service at the same compensation the Post Office Department will agree to it.

New York Produce Market.

NEW YORK, Aug. 19.—Cotton in fair demand; sales 800 bales at 19½c. Flour heavy, but without decided change. Wheat declining; sales 26,000 bushels No. 2 at $1·20@1·26; winter red, $1·40@1·42. Corn firmer; sales 40,000 bushels mixed Western at 86@90c. Oats heavy; State, 60@57c. Provisions unchanged. Whisky steady.

FOURTH EDITION

FROM THE SEAT OF WAR

Report of Gen. Steinmetz.

The Battle of Tuesday.

Prussia's Peace Conditions

TO-DAY'S WASHINGTON NEWS.

Important Census Returns.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

General Steinmetz's Movements—The Terrific Fight of the 16th Instant.

BERLIN, Aug. 19.—The *Staatanzeiger* of this city has the following details of General Steinmetz's movements:—The General succeeded in engaging the enemy while the latter was retreating from Metz in a southerly direction, and obliged him to pause near Arricark, where, approaching on the left bank of the river, Prince Frederick Charles overtook the French left on the 16th. The Prince had the 3d Corps, just arrived from Verdun. This corps, although it had been engaged at Saarbrucken and Forbach, instantly attacked the enemy in company with General Stulpnagel's 5th Division, and maintained its ground against a superior force for six hours, until the Hanover corps, with the 22d and 25th Divisions, arrived on the scene. These six divisions, under Prince Frederick Charles, repulsed the 3d, 4th, 2d, and 6th Divisions of the French and the Imperial Guards. The Prussians took 2000 prisoners, two eagles, and seven guns, and constrained the enemy to a rapid movement from the banks of the Meuse to the fortified city of Metz.

King William's Peace Conditions.

The New York *Telegram's* London special says the demands of the King of Prussia are stated to be as follows:—First. That he, King William, be declared Emperor of Germany. Second. That the province of Alsace, together with the city of Strasburg, be given to the Grand Duchy of Baden. Third. That Bavaria receive a full money compensation in consideration of her services and expenses in the war. Fourth. That Napoleon III be deposed, and that an Orleans prince be placed upon the throne of France. The feeling in England and Germany is universal in favor of these conditions.

French Blockade of Prussian Ports.

Advices received here from Copenhagen this morning inform us that the French blockade of the Baltic ports has been declared effective. Ten days are allowed for all vessels running out.

FROM WASHINGTON.

Census Returns.

Despatch to the Associated Press.

WASHINGTON, Aug. 19.—The returns of the census are reaching the Superintendent's office now very rapidly. The reports of the enumeration in nearly the whole of Kansas were received to-day, and the United States Marshal of San Francisco reports that he expects by the first of September to have concluded the entire enumeration of California. The returns from the Southern States are the slowest coming in, and the Marshals complain that some difficulty is experienced in obtaining information from the colored people, owing to the inability of great numbers of them, who live in the interior counties, to give correct responses to the questions propounded by the census officials. Already the returns indicate a vast increase in the population of the cities around New York. Although New York itself shows an absolute increase, there is not proportionately any similarity in the extent of that noted in Brooklyn or in any of the cities surrounding and immediately contiguous to the great centre of trade and capital.

National Banks in the South.

Despatch to the Associated Press.

WASHINGTON, Aug. 19.—The Comptroller of the Currency to-day authorized the establishment of a national bank at Richmond, Kentucky, and also one at New Orleans, under the fifty-four million clause of the currency act.

Gold Banks on the Pacific Coast.

Senator Cole is in town to-day, and has been in consultation with the Comptroller of the Currency relative to the organization of gold banks on the Pacific coast, under the new act. Senator Casserly has recently written to the Comptroller on the same subject.

FROM NEW YORK.

Murder, Burglary, and Suicide.

BINGHAMTON, N. Y., Aug. 19.—The bodies of two of the three burglars who murdered the young man Merrick in Halbert's store in this city on Wednesday morning were found this morning in Chenango river. After the murder they attempted to cross the river and were drowned. They were both injured, one of them very severely in the fight with the clerk at the store. Their confederate is still at large. The bodies have not been identified, but it is evident they did not belong in this neighborhood.

Three men camping out in the woods have recently committed six burglaries near Silver Lake, Pennsylvania, 10 miles from this city.

A young woman known as Susie French committed suicide in a house of ill fame here yesterday. She had been intimate with a man suspected of committing a burglary here recently.

Last night, in this city, a highwayman caught a boy, aged 16, menaced him with a revolver, and robbed him of his pocket book, containing a few dollars.

Commodore Vanderbilt.

SARATOGA, Aug. 19.—Commodore Vanderbilt is about in his usual health, and will leave for New York this afternoon.

New York Stock and Money Market.

NEW YORK, Aug. 19.—Stocks dull. Money easy at 4@5 per cent. Gold, 116⅜. 5-20s, 1862, coupon, 112¾; do. 1864, do., 111⅝; do. 1865, do., 111⅝; do. 1865, new, 110; do. 1867, 110¼; do. 1868, 110¼; 10-40s, 108. Virginia sixes, new, 63; Missouri sixes, 90⅜; Canton Company, 60; Cumberland preferred, 30; N. Y. Central and Hudson River, 93½; Erie, 22¼; Reading, 95⅝; Adams Express, 67⅛; Michigan Central, 118½; Michigan Southern, 90¾; Illinois Central, 134; Cleveland and Pittsburg, 104; Chicago and Rock Island, 113½; Pittsburg and Fort Wayne, 94; Western Union Telegraph, 34⅜.

Baltimore Produce Market.

BALTIMORE, Aug. 19.—Cotton quiet and scarce, and unchanged. Flour dull and prices favor buyers; Howard Street superfine, $6@6·25; do. extra, $6·50@7·50; do. family, $7·75@8·50; City Mills, superfine, $6@7; do. extra, $6·50@7·50; do. family, $8@9·75; Western superfine, $5·75@6·25; do., extra, $6·50@7; do. family, $7@7·50. Wheat quiet; Maryland amber, $1·50@1·60; good to prime red, $1·35@1·45; inferior to fair $1·10@1·25; white wheat, $1·40@1·70; Western red, $1·40@1·45. Corn—White, $1@1·10; white Western, 95c.@$1·02; mixed Western, 90c.@95c.; yellow dull and neglected. Oats, 45@47c. Rye, 80@85c. Mess Pork dull at $30·50. Bacon quiet; rib-sides, 17½c.; clear do., 18⅛c. shoulders, 15⅛c. Hams, 26c. Lard dull at 17@17½c. Whisky firm at 97@98c.; sales late yesterday at outside figure.

FROM THE SOUTH.

The Virginia Springs.

ALLEGHENY SPRINGS, Va., Aug. 19.—The season at the Virginia Springs is now at its height. At Green Brier there are 925 visitors; at Old Sweet, 350; Hot Springs, 200; Rock-Bridge (alum), 350; Healing Springs, 200; Warm Springs, 100; Red Sweet, 300; Salt Sulphur, 100; Montgomery White, 300; and Coyner's, 100. Other springs have their quota. The crowd here cannot be accommodated in the cottages and are camping out. General Beauregard arrived to-day and was quartered in a tent. Ex-Gov. Herbert, of La., Gen. Gordon, of Ga., and Gen. Hardee, of Alabama, are also here. General Robert E. Lee is at Hot Springs for the rheumatism. General Walker, of Virginia, and his aid, Colonel Owens, passed up the road last night *en route* for Montgomery Springs. The closing masquerade ball of the season at Green Brier White is announced for the 31st instant.

There have been refreshing rains throughout the State for the past ten days, and the crops harvested in Virginia this year will be the most extensive ever known since the war.

THE SECRET TREATY.

Count Bismarck's Despatch.

The following is the despatch from Count Bismarck on the secret treaty, read in the English House of Lords by Earl Granville:—

BERLIN, July 28, 1870.—From Count Bismarck to Count Bernstorff:—Your Excellency will be good enough to communicate the following to Lord Granville:—The document published by the *Times* contains one of the proposals which have been made to us since the Danish war by official and unofficial French agents, with the object of establishing an alliance between Prussia and France for their mutual aggrandizement. I will send the text of an offer made in 1866, according to which France proposed to aid Prussia with 300,000 men against Austria, and to permit Prussia's aggrandizement by six or eight millions of subjects in return for the cession to France of the district between the Rhine and the Moselle. The impossibility of agreeing to this course was clear to all except French diplomatists. On this proposition being rejected, the French Government began to calculate upon our defeat. France has not ceased to tempt us with offers to be carried out at the cost of Germany and Belgium. In the interests of peace I kept them secret. After the Luxemburg affair the proposals dealing with Belgium and South Germany were renewed. M. Benedetti's manuscript belongs to this period. It is not likely that M. Benedetti acted without the Emperor's sanction. Finally, the conviction that no extension of territory was attainable in conjunction with us must have matured the resolve to obtain it by fighting us. I have even grounds for believing that, had not this project been made public after our armament on both sides were complete, France would have proposed to us jointly to carry out M. Benedetti's programme against unarmed Europe, and to conclude peace at Belgium's cost. If the French Cabinet now repudiates aims, for our participation in which it has uninterruptedly labored since 1864, either by demands or promises, this is easily to be explained by the present political situation. BISMARCK.

A MURDERER'S CONFESSION.

A Frightful Tale of Depravity and Crime—The "Favorite Island" Horror.

Young Beck, the murderer of Mr. and Mrs. Goode, and who was lynched by a mob in Tennessee lately, made in writing a confession which is published in the Memphis *Ledger* of the 15th inst. We quote from the document:—

MR. GOODE'S MURDER.

On the 10th of May I killed Mr. Goode and Mrs. Goode. I killed them directly after dinner, between 1 and 2 o'clock in the afternoon. I was in the habit of hunting for an hour or so after dinner every day, but that day I took the gun to the corn-crib, and when the old man came after the bridles I shot him; he was looking up at me and laughing as I pulled the trigger, but said nothing—never spoke—he fell dead. I got down out of the loft and put my hand in his right pocket, and got $5 and some odd cents.

MRS. GOODE'S FATE.

I left the gun at the crib with one barrel loaded, and went immediately to the house; Mrs. Goode was sitting down by the fire in her own room, smoking, when I went in; I told her one of the cattle was in a hole and Mr. Goode wanted her to come and help get it out; I took an axe along and walked behind her into the woods on the path; I then struck her on the head with the axe and dragged her to one side of the path; when I took hold of her body to drag it away one of her slippers fell off; afterwards at a short distance the other came off; I did not move them; I think I dragged her ten or twelve feet; I hit her on the side of the head.

SHE FELL AT ONE LICK,

and never spoke nor drew a breath after, though I did not notice much; I dragged her on her back by her feet; I did not disturb her remains; she made no noise at all, and mistrusted nothing; she thought a great deal of me, and I was sorry directly I done it; I had nothing against her; I hated to kill her in the house, and got her outside because I thought I would have a chance to do it behind her back and not look at her.

SUMMING UP HIS LIFE.

I did everything by myself; had no accomplices, and never belonged to any secret organization, nor to any band of horse-thieves, or anything else. My only hope was to get away. If I stood trial I thought it would not be a hanging matter, because no one was on the island to see me commit the murder. I joined the North Methodist Church once; I thought I had religion; they gave me six weeks trial before being baptized; I did not remain a member long. I do not expect any mercy here, but I think I have a hope of it hereafter; I have no message to send to any of my family relations; I asked my brother's pardon before leaving, because I knew I would have to die when I came here; I consider the sentence passed upon me is just, and that the proceedings have been conducted in a justifiable and fair way; I do not wish to pray now; I prayed frequently for forgiveness while I was in jail. I never confessed anything to my kinsfolks about the murder; they accused me of it, but I never told them whether I did it or no. I want you to write them how I died, and tell them to take warning by me.

HOPES OF SALVATION.

Tell my father I advise him to meet me in heaven. I think I am saved—ready to die, and my way is clear. Tell all my friends I think I shall get there, and write to Matt McKey, Greensburg, Indiana, and tell him what time I was hung.

LEGAL INTELLIGENCE.

Nothing Done.

United States District Court—Judge Cadwalader.

A jury was in attendance this morning, but there being no business ready for them, they were discharged until to-morrow.

John Kimmett, steward of the British ship Stadacona, who was convicted of smuggling silks, was in court to receive sentence, but after conferring with counsel, the Judge decided to allow the matter to stand over until September 10.

—Newarkers are happy. They have attained to Sunday horse cars and remote lager-beer gardens.

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